

COMPREHENSIVE PLAN
for
THE VILLAGE OF WESTMONT

County of DuPage
State of Illinois

September 1998

Prepared by the Village of Westmont
Planning & Zoning Commission
in conjunction with the Engineering and Building Departments

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Foreword

No community can successfully exist without planning. However, municipal planning, until recent years, was largely carried out by officials who did their jobs according to their personal understanding of their community and its needs. Comprehensive community planning, with shared tasks and/or trained personnel has now become an accepted part of municipal government. The last Comprehensive Plan for the Village of Westmont in force before this one was prepared by planning consultants, Carl L. Gardner & Associates, Inc., Chicago. It was adopted by the Village Board of Trustees by Resolution R-172, dated May 21, 1979.

This plan was prepared under the provisions of Illinois Compiled Statutes (ILCS) 5/11-12-5 & 6. It is advisory in nature and should not be construed to regulate or control the use of private property except as to such part thereof as has been or shall be implemented by ordinances enacted by the corporate authority of Westmont.

The plan which follows is the product of the planning work done by the Westmont Planning & Zoning Commission with the assistance of Oliver R. Bishop, Plan Commission Chairman, Robert Gleason, former Director of Community Development, William Leithem, Village Engineer, Brian Maddox, Director of Building and Zoning, and other Village staff. The Commission worked in close coordination with civic groups and community leaders. Other governmental bodies assisted in various ways. Concerned residents of Westmont attended public meetings held for the purpose of developing goals and objectives and review of the final draft. Their names are too numerous to be formally listed herein, but are maintained in Village records.

This plan has been adopted by the Mayor and Board of Trustees of the Village of Westmont by Resolution _____, effective _____, 1998.

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Chapter One

BACKGROUND AND PLANNING DATA

The Village of Westmont is a community of six square miles in area, with a 1990 population of 21,228, located approximately 22 miles west of the Chicago Loop in the southeastern portion of DuPage County, on the fringe of the Chicago Metropolitan Area. Westmont is a blend of old and new, with rectilinear or gridiron streets and older housing in the central part of the village, with high rise apartments on the periphery and curvilinear street subdivisions interspersed both north and south, indicating newer development. Westmont's attractiveness both as an industrial and residential community is largely due to its location. This desirability is in large part transportation based. Westmont is adequately served by highway, rail and air facilities. The East-West Tollway, located north of the Village, Interstate 55 to the South, Interstate 294 to the East and Interstate 355 to the West, provide convenient access to any portion of the Chicago Region. In addition to the tollway, the Burlington Northern Santa Fe Railroad also provides fast, convenient transportation for commuters. Air service is available at nearby O'Hare International Airport and Midway Airport, as well as smaller airport facilities in neighboring communities. Westmont is generally bounded on the north by the Village of Oak Brook, on the east by the Village of Clarendon Hills, on the south by the City of Darien and on the west by the Village of Downers Grove. It is nearly wholly within the Township of Downers Grove.

An examination of Westmont's history, economic structure population characteristics, and other features or attributes is a necessary step in the development of a comprehensive plan for the community. A better understanding of the physical and sociological makeup of the Westmont community provides certain preconditions to growth and development and an influence upon goals and objectives.

A. **History.** The area known as Westmont was inhabited by the Potawatami Indians until the year 1833. The U. S. Government made several unsuccessful attempts to persuade the Indians to move from this area, until, in the year 1833, the Indians held a general council in Chicago and, under coercion, agreed to vacate their land for nominal payment.

The Indians had established an elaborate system of trails which later became the white man's first highways; The Buffalo Trail and the Ottawa and LaSalle Trail passed through the area. The Buffalo Trail, today named Naperville Road, was later used as a stage line between Chicago and Naperville. The Ottawa and LaSalle Trail is today designated as Ogden Avenue or Route 34.

The first permanent settler in DuPage County was Bailey Hobson, who passed through the Westmont area in the year 1829, on his way to the Naperville settlement. The French trapper

and hunter, Francois DuPage, after whom the county was named, traveled through the area in the late eighteenth century. Father Pierre Marquette is reported to have walked through the township during his visit to the Indians on the banks of the Des Plaines River.

One of the motivating forces behind the development of Westmont may have been improved canal transportation. The Illinois-Michigan Canal can be identified with early growth of Westmont. Although the State of Illinois authorized the building of the canal in the 1820's, construction did not begin until the 1830's. The economic panic of 1837 brought the rapidly progressing construction to a standstill, which resulted in many of the workers taking up farming in the area around Westmont.

The settlers cleared the land and agriculture became the major occupation. Because of their proximity to Chicago, the farmers had a ready market for their agricultural products. Hard work and excellent soil was attractive to New Englanders who settled here and the area around Westmont was one of the most prosperous sections of the state. A nine mile swamp between this area and Chicago resulted in the construction of a plank road. The road, originated in Chicago in the year 1840, passed through Westmont, and was completed to Naperville in the year 1851. The road, which permitted travel in all seasons, proved to be an economical means of sending farm produce to Chicago markets, even though maintenance was a huge problem.

The plank road soon became inadequate for this growing area, so, in 1858, local incorporated towns and villages petitioned the Chicago, Burlington and Quincy Railroad to build a branch line from Chicago to Aurora passing through their towns. The railroad line was approved and, in 1864, the first train passed through the area. Greg's Station, the name by which Westmont was first known, began as a stop to load agricultural and dairy products on the train. It soon began a gradual transition from an agricultural community to a commuter community. Fields and dairy herds gave way to developments and formal platting of land began.

In the early 1900's the original plats for the Village of Westmont were laid out and streets were dedicated. These plats remain basically unchanged today. Early growth and development centered around the railroad station of the Chicago, Burlington and Quincy Railroad, which for many years was the major transportation route to Chicago.

In 1921, an election was held and the proponents for incorporation won by a narrow margin. The act of incorporation became official on November 10, 1921, and Vince Pastor was chosen as the first president of the Village Board and held office for two years.

During the next twenty-five years, the Village did not encourage concentrated commercial or industrial growth. However, it continued to grow as a commuter residence ("bedroom community") area.

During the forties there was little growth and few new sub-divisions. During the late forties and fifties, some light industrial and wholesaling firms and some service industries located in Westmont. This, along with a wider range of retail establishments, provided a more diversified economy.

It was not until the sixties and seventies that growth began to force itself upon Westmont. There came a period of new subdivisions, and multiple family housing units which lead to the doubling and tripling of the population. The growth rate has now stabilized as the Village uses up available land for improvement and as development codes become more stringent.

B. **Geography**. The value of geographic studies is seldom readily apparent at the onset of any planning data analysis. However, their effect is most often measurably significant. Geographic information is generally confined to the study and analysis of the geology, soils, climate and hydrology of a given area being evaluated. Other factors usually associated with the traditional study of geography, such as population and economy, are presented separately.

1. **Climate**. Climate studies and day-to-day weather phenomena are necessary because of their secondary influence upon the planning of a community. They are important in defining the types of houses we construct, the manner in which we spend our leisure time, and, in part, our social relationships. Westmont's climate is a humid, continental type with cold, moderately dry winters and, June is the wettest month and February the driest. Recharge of water levels from precipitation is greatest in the spring after the ground thaws and before plant growth begins. The mean annual runoff is eight to nine inches per year. The length of the growing season for the Westmont area ranges from 160 to 170 days. During this time, recharge of groundwater is influenced by plant interception of most of the water. The mean summer temperature is 71 to 73 degrees and the mean winter temperature is 25 to 27 degrees.

2. **Geology**. The analysis of geologic information is performed for three primary purposes. The first is to obtain an understanding of the formation of the surface features (Topology). The second is to determine the physical features of the area underlying the surface (Physiography). Finally a knowledge of the geologic characteristics of the area is invaluable in making determinations about the capability of supporting certain types of development.

Geologically, the Chicago Region is situated in the Eastern Lake Section of the Central Lowlands and is crossed by a major drainage divide, the water parting between the Great Lakes, St. Lawrence and the Mississippi River systems. Although it is a major divide (between the North Atlantic and the Gulf of Mexico drainage), it is so low that the divide was breached by the Chicago Sanitary and Ship Canal thus reversing the flow of the Chicago and Calumet Rivers from Lake Michigan to the Mississippi watershed. Much of the region bears the impress of a former submergence under the waters of the Lake Michigan basin.

The area's surface consists of undulating glacial moraines deposited along the margin of the Lake Michigan lobe of the last ice sheet which moved southwestward out of the basin. Elongated and parallel to the lake margin, these moraines are traceable in curved belts southward from Wisconsin into and across the Chicago region, eastward into Indiana. Nearly half of the Chicago land area is a monotonous plain, largely lake-bottom,

recording earlier and higher stages of standing water in the Lake Michigan basin. This flat terminates to the north-west and south against higher, rolling moranic country, some of which is hilly.

During the glacial period, the Chicago region was covered with at least three ice sheets. DuPage County is situated entirely within the Late Wisconsin glaciation; the eastern two-thirds of which is occupied by the Valparaiso moranic system in which the Village of Westmont is located. The Valparaiso moraine constitutes most of the western uplands and is typified by more relief. The surface of the Valparaiso drift sheet is greatly influenced by underlying older topography which locally has twice as much relief as the surface.

Physiography and topography have had little influence upon the patterns of development in Westmont and there are no major topographic barriers due to the relative flatness of the land, however there are some problems with drainage in certain areas. These problem areas were formed from the glaciation, which resulted in a large number of knobs and kettle-holes, or basin-like depressions. Where development has taken place, these depressions have largely been filled in. Prior to development, they served as natural storm water retention ponds.

3. **Hydrology.** Hydrology usually discusses aquifers and their yields for sources of ground water, pumpage rates and recharge rates for wells, and other physical data regarding water and its effects. However, since Westmont no longer relies upon ground water or surface water for its domestic water supply, to discuss this in depth would have little significance. Water facilities and services are discussed in Chapters Five and Six, respectively, of the Comprehensive Plan. Storm water control and surface water runoff are discussed under those headings in the same chapters.

4. **Soils.** Soils have many differences from one area to another. An analysis of soils and their importance to development adds to the value of planning for the future. Studies of soils reveal drainage problems, measure flood plains, indicate load-bearing capacities, determine soil percolation rates and provide other such public health and welfare factor measurements.

The soils in Westmont were generally developed from unconsolidated materials and are mainly silt loams. Four types of soil are found in the Westmont planning area. The first and most prominent is an upland prairie soil known as silt loam which was originally covered with prairie grasses.

Pioneers in the area found this soil to be excellent for agriculture because of its richness in organic matter. Yellow-gray silt loam exists almost as extensively as brown silt loam in the area. This soil, located in timber or previously timbered sections, is lacking in the grasses which produce the organic matter found in brown silt loam. Deep peat is scattered over the area and is found principally in kettle-holes and in small areas along bottom land. Organic material is its major constituent and it cannot support

structural loads. Black mixed loam exists in nearly all poorly drained areas including sloughs and kettle-holes. Boulders are quite common on the surface.

5. **Drainage.** The only named watercourse in Westmont is St. Joseph Creek. It is located in the south western portion of the Village and flows into the East Branch of the DuPage River. This stream is little more than a trickle in Summer and seldom rises more than four or five feet in depth during the wettest part of Spring. A major drainage divide roughly divides Westmont along a north-south axis, approximately following Cass Avenue. See Exhibit 1. Stormwater runoff in the eastern portion of the Village is deposited into storm sewers which flow east into Hinsdale, Clarendon Hills, and Willowbrook. Storm water generally north of Chicago Avenue travels to Salt Creek. South of there it flows into Flagg Creek. Both of these water courses are tributary to the Des Plaines River.

C. **Population.** A requisite to land use planning is the study of population, since the size of the population, its composition, characteristics and its spatial distribution are standards by which potential growth is expressed and measured.

The total size of the population determines the amount of its requirements as well as its potential. The people determine the kinds of facilities and services needed, and often the way such facilities are arranged. Regardless of the many other factors which must be dealt with in the development of a comprehensive plan, its focal point of interest must always be the people and their needs.

Estimated future population size is the basic tool in determining space requirements for land use categories and community facilities. Population composition identifies the estimated population as to age sex, and racial groups, as well as projecting the space requirements for residential uses and dwelling types, recreation areas, schools and other community facilities throughout the planning period. These various land uses and community facilities are located according to population distribution. Thus, study of population serves not only to determine total space needs, but also the allocation of these needs as to use and location.

Past population growth trends and rates will not provide a very reliable indication of what the Village should expect in terms of its future population size, composition and distribution. The primary reason for this is the reduction of land available for expansion. Other trends may be examined by using larger geographic areas which have similar characteristics and which may exert influences upon the Village. The geographical areas which most closely affect the growth and prosperity of Westmont and contribute to the local population trends are: The East North Central States (Illinois, Indiana, Michigan, Ohio and Wisconsin), Illinois, the Economic Area (Cook, DuPage, Kane, Lake and Will Counties) and DuPage County. In addition to these parent areas, a population comparison with Westmont may be made of similar communities and neighboring communities within DuPage County.

1. **Background and Analysis.** Since Westmont's incorporation in 1921, the Village has, for the most part, experienced the same rapid population growth as has DuPage

County. See Table 1-1 below. DuPage County's population increased 103 percent between 1950 and 1960 and 57 percent between 1960 and 1970. At the same time, Westmont's population increased 76 percent during the 1950's and in the 1960-1970 decade, experienced a 49 percent population growth. The 1970-1990 decades showed a 150 percent increase, while the estimated 1990-2010 decades indicate a 16 percent increase. The rapid growth of Westmont and DuPage County can be attributed to their proximity to downtown Chicago and spreading urbanization. Immigration has been the largest factor in the County's population growth and also in Westmont's growth. Population through natural means (i.e. births over deaths) also plays a part in a community's growth pattern and cannot be discounted completely; however, since the country has been approaching a zero replacement rate, natural increase assumes a role of lesser importance.

Table 1-1 POPULATION GROWTH

YEAR	WESTMONT	DUPAGE COUNTY
1940	3,044	103,480
1950	3,402	153,480
1960	5,997	313,879
1970	8,482	491,882
1980	16,718	658,858
1990	21,228	781,666
2010 (Estimated)	24,600	985,000

**Source: DuPage County Regional Planning Commission
U.S. Department of Commerce - Bureau of the Census**

The Village's largest growth periods have occurred prior to 1940 and since 1950. The decade 1940-1949 saw little growth, with an increase of only 358 individuals. Growth increase, no doubt, was hampered by World War II, but returned to its previous rate during the 1950's. The growth from 1970 has been 150 percent or an increase of 12,746 individuals, which is more than double the Village population in 1970.

Tables 1-2, 1-3, and 1-4 show the age and sex characteristics of Westmont's population for 1950, 1970, and 1990, respectively, by means of a population pyramid. By comparing these three population pyramids, definite trends can be seen. In 1950 the

effect of the post-war baby boom is evident. In the “under 5” and “5 to 9” age groups, males constitute about 21 percent of a total male population of 1,714. The female percentage for these same groups is also high: 20 percent of a total population of 1,688. At the same time, the male and female age groups “25-29” and “30-34” exhibit proportionally high percentages: about 17 percent and 18 percent respectively. By the same token, this trend can be seen in the 1970 population pyramid. The post-war babies of the 1950's “under 5” and “5-9” age groups have moved into the child-bearing bracket, and Table 1-4 shows how the increase in longevity is taking place and the 1990 pyramid is beginning to flatten out.

By comparing the “seventy and over” age groups for 1950 with those for 1970 and 1990, you’ll see that a large increase for both males and females has occurred. This occurrence reinforces the present day fact of people living longer and females living longer than males.

Table 1-3
1970 - WESTMONT POPULATION MAKEUP

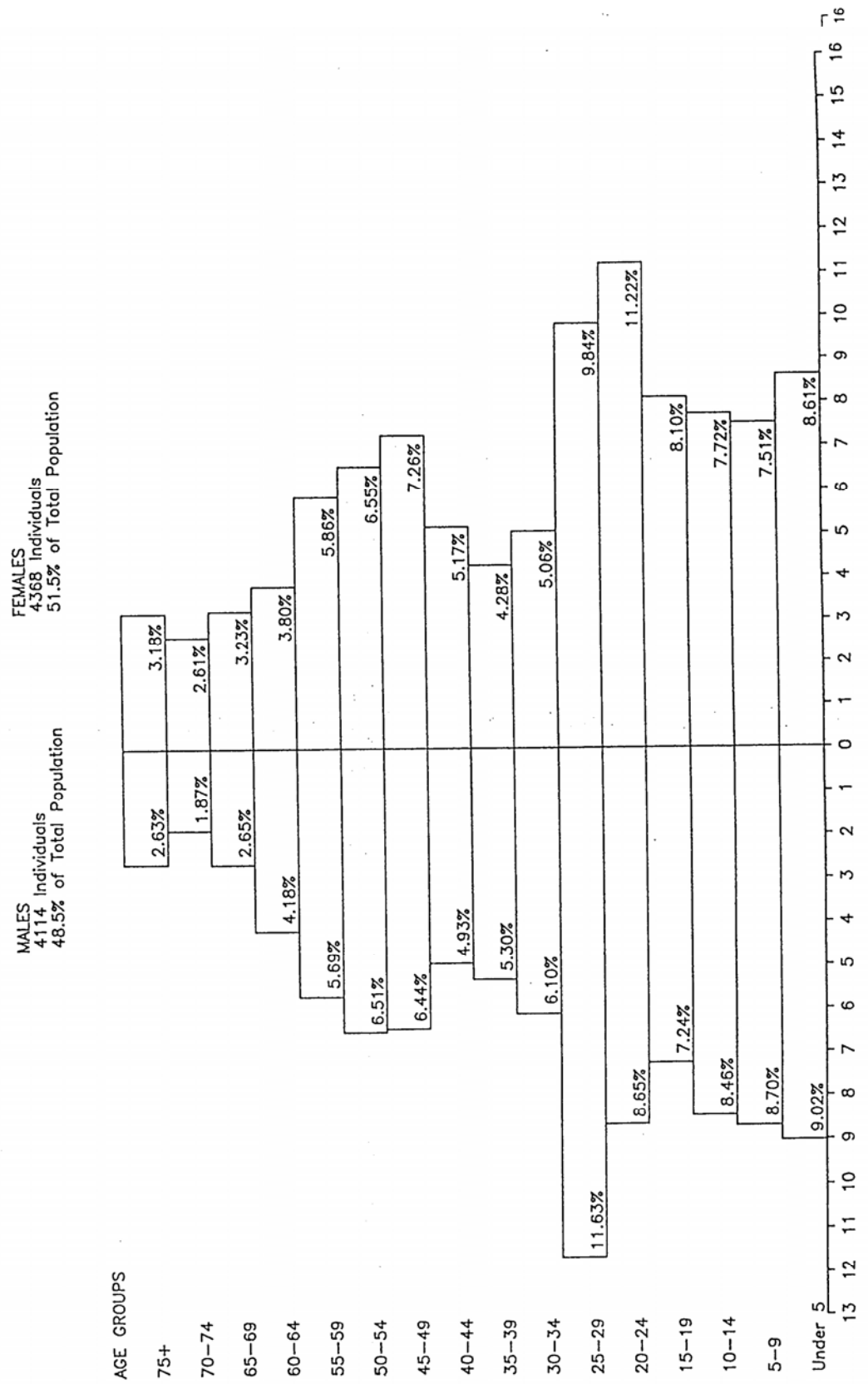


Table 1-5 shows the age characteristics of Westmont's population in relation to the surrounding communities. Basically, it illustrates that Westmont, being in large part an older, more established community, in 1970 had a relatively older population with a lower percentage of children than communities such as Woodridge, Darien, and Willowbrook. This characteristic is reinforced by Table 1-6, which compares Westmont with DuPage County.

TABLE 1-5 1970/1990 AGE COMPOSITIONS VARIOUS DUPAGE COUNTY COMMUNITIES

(Percent of Total Population)

MUNICIPALITY	AGE IN YEARS									
	Less than 5 1970/1990		5-17 1970/1990		18-24 1970/1990		25-64 1970/1990		65 + 1970/1990	
WESTMONT	8.8	7.9	21.3	14.4	4.1	9.4	57.7	54.8	8.1	13.5
Downers Grove	8.7	7.8	27.1	17.0	3.6	8.1	53.3	54.8	7.3	12.3
Woodridge	15.1	9.6	35.0	18.7	2.0	10.8	46.8	57.2	1.1	3.7
Darien	11.6	6.6	31.3	18.2	3.0	8.6	51.9	57.0	2.3	9.6
Willowbrook	10.5	5.0	33.4	13.0	3.7	8.5	48.4	60.5	4.1	13.0
Burr Ridge	7.0	8.4	26.0	23.1	4.2	6.6	55.6	54.7	7.2	7.2
Clarendon Hills	7.3	8.5	28.8	15.4	3.3	6.1	53.7	56.1	6.8	13.9
Hinsdale	6.6	7.8	28.7	18.3	3.7	6.5	52.7	53.7	8.2	13.7
Oak Brook	6.4	4.6	30.2	20.2	3.7	8.6	53.8	53.8	5.9	12.8

Source: 1990 - U.S. Department of Commerce - Bureau of the Census

Table 1-6 1990 AGE COMPOSITION WESTMONT - DUPAGE COUNTY
(Percent of Total Population)

AGE	WESTMONT	DUPAGE COUNTY
1 - 4	7.8	8.1
5 - 11	8.2	10.4
12 - 17	6.1	7.8
18 - 24	9.4	9.6
25 - 34	22.8	19.6
35 - 49	21.8	23.8
50 - 64	10.4	12.1
65 +	13.5	8.6
Median Age	32.4	32.2

Source: 1990 - U.S. Department of Commerce - Bureau of the Census

2. **Projections.** Using traditional projection formulae based upon previous growth rates or using like municipalities growth rates as a model, would not result in very accurate predictions of potential growth for Westmont. This is due primarily to the fact that there is very little undeveloped residential property within the corporate limits and most available vacant land suitable for housing has been annexed.

The DuPage County Regional Planning Commission has made population studies for Westmont and DuPage County. These estimates were based upon “the ultimate planning boundaries for those municipalities where future boundary information was available”. Municipal and County estimates for years 1980, 1990, and 2010 were as follows:

TABLE 1-7 1980/1990/2010 POPULATION TOTALS WESTMONT - DUPAGE COUNTY
(Actual and Proposed)

	1980	1990	2010
WESTMONT	16,718	21,228	24,600

DuPage County	658,858	781,666	985,000
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Source: DuPage County Regional Planning Commission

In general terms, the accuracy of population forecasts increase as the size of the geography area studied increases. Obviously, forecasts for a municipality are very difficult because of the uncertainties of potential annexations. It is believed that the estimates by DuPage County are reasonable based upon past trends. An analysis of potential annexations is included in the next related section.

D. **Holding Capacity.** In providing a base for planning for the Village it is important to determine the “holding capacity” of land within the Village which may be developed and that which may be annexed. The term “holding capacity” is used to denote the ability of now vacant lands within the planning area to accommodate additional housing and new residents. Because there are no time constraints to the term, it may be thought of as “ultimate population”. Table 1-8 provides estimates of potential additional population for Westmont. These projections have been made by planning areas generally defined by Cass Avenue and the railroad. The estimates are based upon existing land uses in the Westmont Planning Area, which includes the Village and contiguous areas. In some instances it is improbable that maximum permissible densities would, in fact, be achieved. However, if gentrification occurred to any great extent in the central part of Westmont, with attendant density increases, it is conceivable that population could exceed projections.

Table 1-8 ESTIMATE OF POTENTIAL POPULATION

PLANNING UNIT AREA	ADDITIONAL NEW PERSONS
Northwest Quadrant	1,514
Northeast Quadrant	405
Southwest Quadrant	514
Southeast Quadrant	934
Total	3,367

1. **Annexation.** Annexation is the incorporation of adjacent property which is presently not within any other municipality. The lands which may be annexed are a source for future growth. It would be in the best interest of the Village to pursue

aggressive annexation. However, there may be disadvantages to accepting all applicants, and, since the Village has complete control over approval, each request should be evaluated carefully.

a. **Annexation Parameters.** Before petitions for annexation are granted the following guidelines should be observed:

- (1) The ability to provide adequate water, police, fire and other essential services to the annexed area should be affirmed, and the capacity of the facilities required for the added population should be in place.
- (2) Annexation should occur in as compact and uniform a shape as possible, avoiding jagged corridors and irregular boundaries.
- (3) Where applicable, divisions between communities should occur along rear lot lines rather than along streets. Jurisdictional problems may arise otherwise.
- (4) There should be a recognition of boundary agreements unless an overriding local public interest is served by not observing them (Boundary agreements do not have the force of law).
- (5) The increase of tax burden over the increase in the tax base should be weighted in favor of the sociological implications, contiguity of boundaries and cohesive image of the Village.
- (6) There should be a mutuality of interest between the Village and the land owners.

b. **Potential Annexation Areas.** The following identified areas within the Planning Area represent contiguous parcels which may be considered for annexation at any time the proper petitions are presented. See Exhibit 2.

- (1) **Area Number One.** This area is known as Liberty Park and is bounded roughly by 38th Street, Cass Avenue, Ogden Avenue and Park Street. It consists of approximately 124 acres containing 490 dwellings and a minimum number of vacant lots. There is one small open space area of 0.2 acres which is used as a park. There is a small community center and a local water facility which serves Liberty Park. Pavement widths are 20 feet with open drainage ditches. The land is low lying and with some storm water drainage problems. The estimated population for the area is 950 and an assessed valuation estimated at \$6,852,847.
- (2) **Area Number Two.** This area is bounded roughly by Williams Street, 61st Street, Fairview Avenue and 59th Street. It consists of a little

under 60 acres containing 96 single family dwellings. There are several vacant lots which will undoubtedly become single family residences. Williams and 59th Streets have rights-of-way of 80 feet, while Cumnor Road and 60th and 61st Streets have 66 foot rights-of-way. Pavement is 35 feet on 61st Street while on the other streets it is 19 and 20 feet. The estimated population for the area is 308, with a potential of 25 to 35 more for the vacant lots. Assessed valuation is estimated at \$1,784,708.

(3) **Area Number Three.** This area is roughly bounded by 63rd Street, 67th Street, Cass Avenue, and Richmond. It consists of 115 acres containing approximately 100 dwellings. The interior road system has 66 foot rights-of-way with pavement widths of 18 to 22 feet, in fair condition. Drainage is by open ditch. Large lot splits and development of vacant lots could increase the population by 50 to 60 individuals. The estimated current population is 288, with an estimated assessed valuation of \$3,200,360.

(4) **Area Number Four.** This area is bounded roughly by 60th Street, Timber Ridge Court, Richmond Avenue, and 57th Street. It consists of seven lots with the potential after resubdividing of as many as 27 single family dwellings. The potential population increase from this area could amount to 80 to 110 individuals. The assessed valuation is estimated at \$1,000,000.

c. **Considerations.** Given the guidelines suggested above, and the areas for potential annexation, the advantages and disadvantages of each annexation must yet be considered.

(1) **Advantages.** While it may appear that the major considerations in annexation are economic in nature, the non-economic ones are frequently the most compelling ones. The following factors do not include those advantages accruing to the developer or land owner such as access to services or easier development.

(a) The annexation would afford the Village greater control over development and the designation of vacant sites for future schools, parks and like facilities, thus helping to assure orderly community growth.

(b) It would enhance the Village tax base, thus providing revenue to improve the quality of community facilities and services.

(c) It would allow for the orderly extension of services, such as water.

(d) It would straighten municipal boundaries, thus permitting easier planning and development.

(e) It could integrate areas with inadequate services into the corporate entity, where, through various standards, appearance and land values at periphery of the Village could be enhanced.

(2) **Disadvantages.** There are certain adverse factors which can affect the decision to annex. These include:

(a) The potential annexation might tax existing municipal resources. The orderly increase in the numbers of Village service personnel and facilities could be disrupted.

(b) The Community image might be adversely affected by integrating incompatible land uses.

(c) The cost-benefit ratio inuring to the Village could prove to be excessively burdensome.

2. **Development, Redevelopment, and Infill.** Development, in this context, refers to the construction and improvement of those vacant properties within the corporate limits which can be developed as residential. Only residential use is considered when analyzing holding capacity. Redevelopment is the reconstruction or use change of existing improved properties which could be changed to a higher density use. Infill refers to the improvement of those single vacant lots which exist at various locations in all housing areas throughout Westmont.

a. Development of vacant lands within the corporate limits of Westmont is limited by the few parcels remaining that are zoned for residential use.

(1) The determination of the population was based upon the following assumptions: That the various tracts of land will be developed at current densities determined by the present zoning districts and that the present zoning will not change appreciably.

(2) The major tract considered for the analysis was the parcel adjacent to the Oak Brook Hills Hotel.

(3) The number of acres of the tracts total approximately 156, with a population capacity of approximately 358.

b. Redevelopment consists generally of completely tearing down existing contiguous residences or other use property and constructing new residences,

often of the townhouse or multiple family type. This may include gentrification, which is the concentration upon lower income housing to replace it with “upscale” dwellings, often at the expense of blue collar worker or fixed income person displacement.

(1) The area probably “most ripe” for redevelopment would be that at the periphery of the Central Business District. Increased density housing in low to mid-rise structures would provide a needed customer base for the central business district that it does not now have and it would provide the potential residents with a convenient access to mass transportation. The population increase from such a redevelopment, if extensive, could amount to 2,000 persons.

(2) One area that would involve long-term redevelopment would be any new arterial corridor, such as one that might result from a grade separation project. Any movement or displacement of residences could result over time in higher density use. Any resubdivision of the area would undoubtedly replace the existing long narrow lots with lots which met the minimum square footage for the zoning district. Any increase in population would be minimal. The reduction in lot sizes would be taken up by increased arterial street width and frontage streets, where constructed.

(3) Another source of redevelopment potential is the construction of elderly/congregate housing at non-specified locations within the Village. There may be an increased need for this housing in the future. These types of facilities have a relatively high density and it does not take a very large building to generate a population of several hundred.

c. Infill is simply the construction of single family residences on existing isolated vacant lots which occur throughout the Village. Within this category of holding capacity increase may be included the “tear down”. This is the purchase of an older dwelling with the intent to raze it and construct a newer, and generally larger, residence. There is some incremental population gain from the tear down process. New four and five bedroom dwellings often replace two and three bedroom houses.

(1) The number of existing vacant lots within the corporate limits approximate 67 of which 40 are residential. This equates to the potential added population of approximately 358 referenced earlier.

(2) The opportunity for tear down is limited largely by Westmont’s building code and current zoning code. Site coverage and set-back limitations dissuade potential increases in building size.

3. **Ultimate Capacity.** The terms “maximum population”, “ultimate population”, and “optimum population” are often used interchangeably to mean the number of persons that can be supported within the corporate limits of the Village within existing policy parameters and levels of service support. This number is usually greater than projected population figures, such as those reflected in Section B of this chapter. Using present population for the current corporate limits, the potential added population from annexation, and the potential for development and redevelopment, the capacity of the Village of Westmont could approach 25,900 population. This figure is considerably less than the population projections made in the mid-1970's (35,000), when the direction of Westmont seemed to be toward high-rise multiple family residential development.

E. **Housing.** A study of housing is an important segment of the Comprehensive Plan. Comparative housing data such as general conditions, age, size, density, value, vacancy, and structural types give an indication of areas where attention must be directed to maintain a sound and desirable community.

While the design and general appearance of housing is largely a matter of personal preference, the creation and maintenance of good residential neighborhoods is dependent upon many factors over which the individual homeowner has little or no control. Although Westmont has in the past maintained sound, highly desirable neighborhoods; pressures of expanding population in the future will require increased vigilance on the part of responsible public officials in maintaining a high quality of housing.

With the advent of rapid transportation, communities such as Westmont, have evolved as primarily residential areas. Although recent commercial and industrial activity in Westmont has somewhat diversified the land use pattern, the residential character of the Village has not been significantly altered.

Information for the following comparative analysis categories was derived from the **1990 U.S. Census of Housing**, field surveys conducted by Village staff and local records.

1. **Detailed Housing Conditions.** External structural conditions surveys determine the nature and extent of deterioration of housing stock. Structural conditions surveys are made on a half-block basis, with specific notations made where extreme variations are apparent. In addition to rating major structures, consideration is also given to garages, outbuildings, and the general appearance of the parcel, which is reflected in the structure rating.

Structures are classified in one of five categories. These categories along with the criteria used in determining the conditions are as follows:

- ◆ Sound: Structures which have been maintained and require no repairs.
- ◆ Sound, needing maintenance: Structures which are basically sound, but which, at the time of the survey, were needing some maintenance; such as painting and cleaning up.

- ◆ Containing minor deficiencies: Structures which need more repair than would be provided in the course of regular maintenance; such as repairing windows and doors; replacing siding, shingles, etc.
- ◆ Containing major deficiencies: Structures containing one or more defects (such as inadequate foundation, roof, chimney, or wiring) that must be corrected immediately if the structure is to provide adequate shelter. The 1990 Survey states that approximately 37 residences require repairs, with a large number of garages requiring work.
- ◆ Totally deficient: Structures which presently do not provide safe or adequate housing and have structural defects of sufficient number or seriousness to warrant their removal. These numbers for Westmont are very small. Surveys reveal that only three residences would fall into this category. Numerous garages should be removed and replaced.

2. **Age of Housing.** The age of housing in the community is most significant as it relates to other characteristics of the housing supply. For example, the lifespan of a structure may vary greatly according to the extent of maintenance.

The age of housing in Westmont is closely identified with that of the neighboring cities. Although the percentage of units built during the 1950's and 60's was lower than the average of the neighboring cities, housing construction in Westmont has shown relatively greater activity since 1970. Housing in the Village generally falls into two age groups, those built in the last 20 years and those built before 1960. However, the lack of construction during the economic depression of the 1930's would indicate that most of the structures in this latter group are at least 60 years old. Taking all housing into consideration the median age of residential structures is 32 years as of 1993.

3. **Value of Housing.** Housing values and rentals are effective tools for measuring the overall condition of the housing structures within the community. In 1993, the average home value in Westmont was given as \$134,197 and the average monthly contract rent was \$630. In comparing the median housing value in Westmont with the average median values of comparative and neighboring communities, it is apparent that housing values in Westmont are somewhat lower than most of these averages.

4. **Size of Housing Units.** The importance of the measuring of the size of housing units in the community lies primarily in its relationship to other aspects of the local housing stock, such as household size and overcrowding. Secondly, the size of housing units may in itself be an indicator of other factors. For example, multi-family structures generally contain smaller units than single family structures, and converted units tend to be smaller than those used as originally constructed.

Generally, housing units in Westmont are slightly smaller in number of rooms than in neighboring cities. The average number of rooms per dwelling in the Village was 5.3 as compared with 5.5 for comparable cities. However, while the average

dwelling size is slightly lower, the number of persons per household is also lower than comparative cities.

5. **Tenure.** Tenure refers to the length or period of occupancy, sometimes referred to as “turnover rate”. This is primarily applied to renter occupied units. The tenure characteristics in Westmont most nearly align with those of neighboring communities by having a slightly higher proportion of renter occupied units than comparative communities. On an individual basis, it is significant to note that the cities with the shortest tenure rates are Wheaton and Naperville, which have college facilities. The current homeowner rate for Westmont is 1.7%, while the rental rate is 3.8%

6. **Vacancy.** The vacancy rate within a community is the most common indicator of the balance between the supply and demand of the housing stock. The following characteristic have been found to relate to high vacancy ratios:

- ◆ Larger communities tend to have higher vacancy ratios than smaller communities.
- ◆ Communities with a high proportion of renter occupied units tend to have higher vacancy ratios than communities with a high proportion of owner occupied units.
- ◆ Communities with a high proportion of multi-family structures show tendencies toward higher vacancy ratios than communities that contain predominantly single family homes.
- ◆ Vacancy ratios tend to be high in the lowest and in the highest price or rent classes, indicating that the best occupancy experience is found in the medium brackets.
- ◆ Vacancy in all price classes are consistently highest in smaller units, decreasing as the size of units increases.

On a comparative basis, Westmont has a lower owner vacancy ratio than either comparative cities’ averages or neighboring cities’ averages, a slightly higher renter vacancy ratio than neighboring cities, and a considerably lower renter vacancy ratio than comparative cities. The current vacancy ratio for Westmont is 10.6%.

7. **Housing Structure Type.** The variety of housing types within the community generally reflect the needs and desires of the population and usually vary according to the size of the community, with large cities having a high proportion of multiple family structures, and small communities, as a rule, tending to have a high proportion of single family structures. Westmont currently has 4,414 single family homes (47%), 4,849 multiple family units (51.6%), and 130 other types of residential units. Housing for senior citizens in Westmont number 2,666 units, or 28.5% of the total housing.

8. **Residential Densities.** Net residential densities refer to the number of housing units per net residential acre. Since planning deals with providing facilities for people, density is a very useful tool in measuring the degree to which the land is used. Zoning

ordinances frequently employ residential densities to control the future use of land to reflect the health and safety standards desired by the community.

Typical of most urban areas, the maximum densities in Westmont are found in and around the Central Business District. Densities in the remaining districts are relatively low except for apartment complexes. Densities are generally highest in the older neighborhoods, although, based upon accepted standards, the overall density for the Village is low. The higher density within the older sections is primarily a result of a more intense use of old single family structures to conversion to multiple family use.

Recent development in the community falls generally into two density patterns. Subdivision developments generally contain lots within the standards set by Westmont's development and zoning ordinances. The resulting density is in the range of 3 to 4 housing units per gross residential acre. Much of the remaining scattered development contain lots of varying sizes with average densities of five units per acre. Apartment complexes range in density of from eight to 25 units per gross residential acre.

9. **Problem Housing.** One of the main goals of the community should be the maintenance of good housing in well planned neighborhoods. Most of the Village is characterized by good neighborhoods containing sound, well maintained structures; adequate lot sizes, paved streets, nearby schools, churches and recreation facilities, convenient shopping facilities and neighborhoods free of nonconforming uses, such as business and industry. However, some neighborhoods on the fringes and pockets in the older parts of the Village contain poorly constructed residences needing repair and maintenance. The analysis of the conditions of the housing stock in Westmont provides the basis upon which to determine those areas which are in need of some form of renewal treatment. The concept of renewal involves code enforcement to maintain sound housing in good condition, repair of unsound housing wherever possible, and clearance of totally deficient housing. Because of the wide range of housing conditions and neighborhood quality, four general categories of renewal treatment are most widely used:

- ◆ **Protection:** Areas needing no renewal treatment. These areas are presently sound and stable. With strict code enforcement and maintenance of homes by residents and property owners, these areas will remain in good condition.
- ◆ **Conservation:** Areas needing little renewal treatment. These areas are sound, but are beginning to show signs of decline. Buildings generally require only limited improvement; however, streets or drainage may be found to be totally deficient. The renewal treatment required to preserve these areas would normally be (1) strict code enforcement, (2) encouragement of private, non-assisted neighborhood rehabilitation and (3) improvement of neighborhood public facilities where needed.
- ◆ **Rehabilitation:** Areas needing major repairs to bring housing stock up to satisfactory housing code standards. Normally these areas create an

aesthetically displeasing appearance affecting the market value of the entire community.

- ◆ **Clearance:** Areas in which it is not feasible to rehabilitate. The housing is typically non-inhabitable by normal standards and should be razed. These areas create a community-wide health and safety hazard.

Because of the quality of the neighborhoods in Westmont, except for few exceptions, only two forms of treatment are felt to be necessary — Protection and Conservation. Detailed numbers or locations of these deficiencies are not provided in this analysis because of the somewhat sensitive nature of the information and because the areas are scattered and not well defined. A well administered housing code enforcement program could eliminate a high percentage of structures with minor and major deficiencies.

10. **Summary.** A broad analysis of the comparative data initially indicates that Westmont, as a whole, contains no serious housing problems. All of the characteristics of high quality, sound neighborhoods are apparent from the U.S. Census figures and staff surveys.

The housing studies generally substantiates the census information concerning the Village. However, certain deficiencies exist within the unincorporated areas of the planning area and some neighborhoods are beginning to show signs of disrepair. It is apparent that there is some correlation between blighting problems and the influence of inadequate storm water drainage and deficient streets.

F. **Economic Structure.** An economic study of the community is fundamental to comprehensive planning. The existence of the community is largely dependent upon the ability of the urban area, or the metropolitan area in which it is located, to serve as centers for the production and distribution of goods and services. The production and distribution functions create jobs which attract people to the area. The additional people require more land for residential, business, and industrial purposes, as well as for the necessary supporting public facilities and amenities.

This data is presented in two distinct but related sections: The first is oriented toward the regional economy; the second, the local economy. The regional information indicates the extent to which Westmont has shared in the larger parent area's economy, in addition to presenting a comparisons and trends for manufacturing, wholesaling, services, and retailing. The local data outlines the Village's employment composition, educational base, sources of employment, worker productivity, and income data.

1. **The Regional Economy and Comparative Trends.** In the population data section it was pointed out that population growth is closely linked with larger geographic areas. This premise is equally valid for developing economic information, since an urban center's economic position in relation to regional urban areas depends upon the extent to which the community is able to share in the regional, and ultimately, the national total of

goods and services produced. In order to measure Westmont's future prospects for continued economic growth, the past and present economic trends must also be examined to determine the community's economic health and vitality.

a. **Manufacturing.** In studying manufacturing trends, the value added by manufacturing is recognized as one of the most reliable indices of the strength of the community's industrial activities. The dollar value represents the difference determined by subtracting the over head costs from the value of the final product. Since the value approximates the dollars created by that portion of the community, it becomes a meaningful index for measuring the role of manufacturing within the economy.

(1) **Regional Trends.** The dollar value added by manufacturing in Illinois increased from \$36,651,000,000 in 1980 to \$47,624,000,000 in 1988. DuPage County increased the total dollar value from \$18,838,159,000 in 1980 to \$20,841,726,000 in 1988. In 1980 the County's percentage stood at 51.0 percent with 43.00 percent in 1988. Since 1988 the percentage for DuPage has been reduced even further, but there has been an offsetting increase in the service industry.

(2) **Westmont.** Manufacturing has never played a very large role in the economy of Westmont. There are a few manufacturing firms contributing to the dollar value added in the community, but in terms of relative dollars, retail and service receipts have surpassed manufacturing.

b. **Retail Sales.** Retail sales are generated by establishments or businesses engaged in selling merchandise to industrial, commercial, or institutional users; to other retailers; or to those acting as agents in buying merchandise for, or selling merchandise to such persons or individual households. Accessibility, as well as proximity, to both existing and potential markets largely determine the extent of retailing in a community.

(1) **Regional Trends.** The retail sales of Illinois increased from \$86,395,000,000 in 1990 to the rate of \$114,000,000,000 in 1998. DuPage County saw its dollar volume for retail sales grow from \$6,797,575,000 in 1990 to a forecast \$14,550,000,000 in 1998.

(2) **Westmont.** Westmont's retailing dollars experienced an increase from 1990 to 1998. Both the increase in dollar value and an expanded share of DuPage County's sales substantiate the continued growth. Automobile sales have contributed to the greater continued growth of retail sales in Westmont.

c. **Service Receipts.** An increasing proportion of consumer expenditures is being absorbed by services. Service receipts are provided by establishments

engaged in providing services involving the care of a person, his apparel or property, such as cleaning, auto repair, barber and beauty shops, restaurants, accounting, insurance, and real estate.

(1) **Regional Trends.** The absolute dollar volume of service receipts in Illinois increased from \$20,410,000,000 in 1980 to \$55,328,000,000 in 1997. DuPage County's share of these receipts in 1997 was 55%.

(2) **Westmont.** Westmont's percentage of DuPage's share decreased during this period, but in absolute terms increased slightly. This reflected the increased number of service oriented businesses as opposed to retail establishments.

2. **The Local Economy.** In paragraph one, above, Westmont's economy was related to larger geographic areas. This section will concern itself with more detailed aspects of the local economy; i.e. employment composition, eligible workers, educational base, sources of employment, trends in occupation, worker productivity and income data.

a. **Educational Base.** Insight into the composition of the labor force, as well as the vitality of the economic base, is provided by education data. The education level of males and females 18 years and over in Westmont with 1 to 3 years of college and with 4 or more years of college is generally high. 56% of the Village work force fits this category. For Westmont high school students attending Westmont High School (Dist. 201) the 1992 composite ACT score was 22.6, for those attending Hinsdale Township High (Dist. 86) it was 23.3 and for those attending Downers Grove Community High (Dist. 99) the average ACT score was 22.9.

b. **Major Occupational Trends.** Argonne National Laboratories and Naperville's high tech corridor, just minutes away, have brought an influx of white collar professionals to the Village. This, together with the high-rise offices of Fortune 500 companies and finance institutions in Oak Brook have changed the face of Westmont from the home of blue collar workers to that of middle and upper management and highly paid professionals. For those persons employed within Westmont there has been a large increase in the number of persons employed in service industries with the number approaching 30% of the total number employed.

c. **Worker Productivity.** A measure of the relative efficiency of economic stability within the community is the dollar value added per worker, or worker productivity. Worker productivity is determined by dividing the dollar value added by manufacture by the number of production workers. The fewer number of production workers required in manufacturing in relation to the value added in the community reflects a higher value. Increases in productivity occur, when, for a given level of employment, greater output (and thus income) is generated.

Declines in demand often compel firms to cut costs and become more efficient. Recent income gains in Westmont and employment stagnation are consistent with productivity gains.

d. **Employment.** According to the 1990 U.S. Census, unemployment for Westmont during the 1980's was below that of the State and at or below the figures for DuPage County. Of those persons in the work force 51% were male and 49% were female. 31% of those in the Westmont workforce are earning a living in the services industry, while the manufacturing of durable and non-durable goods employed only 15% of the workers. Similar labor percentages are seen for DuPage County where 29% of the businesses are service-oriented. Since a viable job environment is one of the main factors influencing a community's economic well-being, a stable job market in the economic area will help to maintain economic stability in Westmont.

e. **Income.** An additional measure of Westmont's economy is the buying power or effective buying income of its residents. The trend in effective buying income for Westmont has been consistently upward. Between 1980 and 1990 personal incomes grew in nearly all areas except farming income. The 1990 U.S. Census reveals the per capita income for Westmont for 1990 to be \$17,874. The Median Family Income was \$43,800 and the Median Household Income was \$37,315. See Tables 1-9, 1-10, and 1-11. It is evident that on a per capita income basis, Westmont ranks below the County's and every community except Woodridge. However, the percentage change for the 1970 and 1990 figures shows that Westmont has exhibited the lowest rate of change in per capita income increase.

Table 1-9 1990 INCOME LEVELS

INCOME	HOUSEHOLD	FAMILIES
\$10,000 and under	784	235
\$10,000 - \$24,999	1,821	735
\$25,000 - \$49,999	3,494	2,243
\$50,000 - \$74,999	1,765	1,405
\$75,000 - \$99,999	635	534
\$100,000 - \$ 149,999	276	223
\$150,000 +	102	94

INCOME	HOUSEHOLD	FAMILIES
\$10,000 and under	784	235
TOTAL	8,877	5,469
Per Capita Income: \$17,874* Median Income: \$43,800 Population Below Poverty Level: 960 - 4.8%		
* Of Persons 15 Years and Over		

Source: 1990 - U.S. Department of Commerce - Bureau of the Census

TABLE 1-10 1990 FAMILY INCOME LEVELS FOR WESTMONT IN RELATION TO DUPAGE COUNTY

INCOME	WESTMONT	DUPAGE COUNTY
Less than \$10,000	8.8%	4.4%
\$10,000 - \$24,999	20.5%	13.1%
\$25,000 - \$49,999	39.4%	33.9%
\$50,000 - \$74,999	19.9%	26.5%
\$75,000 - \$99,999	7.2%	11.9%
\$100,000 - \$149,999	3.1%	6.6%
\$150,000 +	1.1%	3.6%
Total Number of Families:	8,877	279,718
Median Family Income (1970)	\$ 12,674	\$ 14,450
Median Family Income (1990)	\$ 43,800	\$ 43,488

Source: 1990 - U.S. Department of Commerce - Bureau of the Census

TABLE 1-11 ESTIMATED PER CAPITA INCOME IN RELATION TO SURROUNDING COMMUNITIES

Community	1970	1972	1974	1990	Change 1970 to 1990
WESTMONT	\$ 4,064	\$ 4,895	\$ 6,070	\$17,874	440%
Downers Grove	4,454	5,476	6,611	20,891	469%
Woodridge	3,404	4,379	5,484	17,724	521%
Darien	4,160	4,978	6,174	21,594	519%
Willowbrook	4,012	4,778	5,721	28,592	712%
Burr Ridge	5,746	6,627	7,727	36,842	641%
Clarendon Hills	5,219	6,267	7,522	24,884	477%
Hinsdale	6,614	7,715	9,163	38,948	589%
Oak Brook	8,971	10,787	12,805	60,347	673%
DuPage County	4,248	5,127	6,210	21,155	497%

Source: 1990 - U.S. Department of Commerce - Bureau of the Census

f. **Economic Stability.** The health of the economy in Westmont will play a major role in establishing the rate at which land is absorbed for development. The vitality of the economy determines whether the area is in a state of growth or decline. Stability measures the economy's ability to endure a business cycle over the years as well as to absorb seasonal business changes. Balance describes the diversification of the various activities of productivity (output per worker). Although the measure of the cyclical stability of economic activities was originally intended for determining fluctuations in the national economy, these same ratios can provide a useful measure for determining the stability of Westmont's economy.

In reviewing the type of employment that would enhance the stability of Westmont's economy, industries which range from those of average insensitivity to fluctuations to those of high insensitivity to cyclic influences should be encouraged. Although these types of industries should not be considered as complete guarantees against future recessions, they do provide rough guidelines for developing an economic base which is less sensitive to changes in business cycles.

In attracting new businesses to Westmont, an effort should be made by Village officials and private groups, such as the Chamber of Commerce, to

encourage these businesses: (1) those whose products and services cater to a broad consuming base, such as businesses dealing in low and medium priced goods as opposed to high-priced goods; (2) those producing goods and services that are least postponable for purchase by the consumer; and, (3) those whose products have the most favorable prospects for long-term growth of demand.

Chapter Two

PLAN FORMULATION

The development of a Comprehensive Plan begins with basic assumptions regarding the planning area, goals and objectives to guide the planning process and the division of the planning area into geographical parts or areas for ease of addressing.

A. **Basic Assumptions.** The specific technical work in the preparation of the Village plan requires certain basic assumptions about growth factors and development pressures which will affect the future development of the community. The survey and analysis work and the goals and objectives developed by citizen input present the probable future developments in Westmont. Since there are uncertainties surrounding the development and growth process, certain assumptions must be made with regard to these unknowns. Some of the assumptions concern external factors at the national and regional level over which the local community has little or no control, while other assumptions involve local factors over which the community has a certain measure of control. These two types of assumptions must be made in order to establish a framework for the planning process. The following basic assumptions have been made.

- ◆ That there will be increased pressures for high density commercial growth along major thoroughfares as suburban development becomes urban development.
- ◆ That as available land in Westmont is developed, the rate of growth will slow. However, demand for municipal services and community facilities will continue to increase.
- ◆ That there will be no natural disasters which will decimate the population of Westmont or destroy large areas of housing.
- ◆ That there will be a gentrification of properties in central Westmont as well as higher density residential use along transportation routes.
- ◆ That the national economy will continue to expand, however, at a lower annual growth rate than it has in the past. The Chicago metropolitan will expand at a slightly greater growth rate.
- ◆ That as development pressures and trends intensify, the Village of Westmont will remain primarily a residential community with a low density housing orientation.
- ◆ That Westmont's reasons for being are to provide a satisfactory environment for those who live and work in it and to provide to those residents the municipal services they could not provide for themselves.
- ◆ That Westmont will no longer be so much a suburban community as it will an urban community as greater densities occur with the urbanization of DuPage County.
- ◆ That Westmont as a municipality must maintain a sense of identity to itself, yet relate to the regional and County setting.

B. **Goals and Objectives.** In order to establish guidelines for the planning process, certain community development goals and objectives are necessary. A goal is an abstract statement of a purpose or a desired end toward which any development effort is directed. Objectives are considered an intermediate level in the planning and development process which focus on the measurable kinds of actions that may be used to obtain a goal. The following community goals and objectives were developed from input obtained at public meetings and surveys, the initial meeting of which was held October 27, 1993.

1. **Goals.** The goals, which incorporate as many of the objectives as possible, are stated in a generalized form in keeping with the concept that development goals should not be so specific as to determine in advance the physical solutions.

a. To maintain the low density, suburban characteristics of the Village of Westmont and provide a safe, clean environment with high-quality residential housing and high standards for development, construction and rehabilitation.

b. To coordinate transportation and land use planning so that various land development activities are compatible with an economically attainable, efficient transportation network and one that will provide for safe and efficient travel within and through the Planning Area.

c. To provide that municipal facilities which are important to the public welfare will be distributed throughout the community so that they will be in easy reach of all. Included in this category are parks, playgrounds, schools, public service structures, and like amenities and facilities.

d. To maintain existing public services at a high level, and closely monitor the expansion of services and associated facilities to accommodate growth and change as the Village expands and develops.

2. **Objectives.** The objectives which were derived from public input, and which support the above listed goals, are identified below with the specific plan to which they apply. They reflect the embodiment of the goals represented. In their respective plans, these goals and objectives will be translated into fact and final realization through course of action studies, policy statements, ordinances and operating procedures.

a. **Land Use Objectives.**

(1) To maintain the residential character of Westmont's neighborhoods and protect them from encroachment by non-residential uses.

(2) To stimulate adoption of consistent standards within the community which recognize safety and livability and which preserve housing quality and community aesthetics.

(3) To encourage, in appropriate locations, development which will increase the tax base of the community while considering the adverse impact, i.e. that would generate a positive ratio of revenue to service cost (be most economical).

(4) To encourage housing uses which will consider the full range of the age and income status of potential Westmont residents.

b. Transportation Objectives.

(1) To make the streets and their improvements contribute to the increased individual safety and livability of the citizens of Westmont.

(2) To encourage creation of harmonious relationships between streetscapes and the residential environments they affect and serve.

(3) To provide physical improvements to streets and roadways which are consistent with today's conditions and needs and which may be significant in shaping tomorrow's urban life styles.

(4) To continue to develop a local transportation system which will provide for safe and efficient travel within and through the Planning Area and which will link it with other communities through surface or mass transportation.

c. Facilities and Amenities Objectives.

(1) To evaluate the need for community facilities and anticipate, insofar as possible and practical, the physical, social, and economic trends which may be present in the future.

(2) To provide for phased construction and/or improvement of required additional community facilities through the use of capital improvement budgets, project plans or development plans.

(3) To consider any new facility's initial construction costs, operating costs, and maintenance costs thereby encouraging designs which will minimize average annual costs.

(4) To include, among facilities considered, the physical improvement of the appearance of the Village and to assist the Park District in providing adequate open space and like amenities.

d. Community Services Objectives.

- (1) To coordinate planning, public relations and other like services of the local government, with the citizens of Westmont, as well as the public at large, to create a feeling of community identity and increased reputation by which the Village may be viewed by the public.
- (2) To continue to maintain a high level of public services, to include Police Protection, Law Enforcement, Fire Prevention, Fire Suppression, Inspection Services, Water Service, and Public Works.
- (3) To encourage continued coordination and cooperation between all levels of government , i.e. federal, state, county, township, municipal, special districts, and schools, to ensure that services to the citizens of Westmont are maintained.
- (4) To ensure that the rate of growth of Westmont does not exceed the ability of the Village to provide needed services to both new and existing residents.

C. **Planning Area.** The total Planning Area for Westmont's Comprehensive Plan includes all area located within the corporate limits of Westmont and those areas not incorporated which lie outside the municipal boundary and which are not contained within another municipality or within an area outlined by a previously enacted boundary agreement with another municipality.

1. Dividing the planning area into smaller units for the application of planning principles has not proven to be of any significant advantage or provided any additional clarification to any problems or statistical information. Any arbitrary division or separation of the planning area would have to provide more than simple geographic boundaries to justify handling the different portions of Westmont separately. The population of Westmont is fairly homogenous, housing is not significantly different from one part of Westmont to another, and small commercial pockets, with the exception of the Central Business District, do not warrant separate planning status by specific location. All data which has been collected for the Comprehensive Plan applies generally to the Village as a whole, rather than to fractional parts.

2. For reference purposes only, portions of Westmont may be identified as Northeast, Southeast, Northwest, Southwest, and Central Business District (CBD). For convenience sake, the east-west dividing line (North-South axis) is Cass Avenue. The north-south dividing line (East-West axis) is the Burlington Northern Santa Fe Railroad tracks. The CBD shall be considered as roughly bounded by Naperville Road on the north, Lincoln Street on the west, Linden Street on the East and Dallas Street on the south.

Chapter Three

LAND USE PLAN

A Land Use Plan is an organized collection of plans and policies developed for the purpose of proposing land use patterns (residential, business, industry and open space) which will satisfy the community's problems and needs. The distribution and use of land within the community has been largely the product of our social and economic system. In many instances, the resulting pattern has not always been the most efficient or desirable use of land. Yet, despite the lack of formal planning in the early years of Westmont, the land use pattern that has evolved is essentially functional. The land use plan represents a studied estimate of future land use requirements outlining the pattern toward which the community should logically develop. The plan, in effect, represents the most economic land use, as well as the proper balance to ensure the fiscal and social well-being of Westmont.

A. **Definitions.** Land uses are generally categorized by intensity of use and then by density of the supported population. There are literally dozens of uses to which land may be assigned. However, with regard to the Village of Westmont, there are many uses which need not be defined for the purposes of the Land Use Plan, such as heavy industry, air transportation, and agriculture.

1. **Industrial Land Use.** Industrial districts are intended to provide an environment suitable for industrial activities. The industrial acreage in Westmont is that land devoted to light manufacturing on relatively small lots which do not create appreciable nuisances or hazards. There are not a great number of industrial firms located in Westmont. A few are located adjacent to the Burlington Northern Santa Fe Railroad right-of-way while the remainder are located in the two major industrial parks.

2. **Office and Research.** This use is made up of low to mid-rise office buildings, laboratories, research facilities, data processing centers and like facilities. This use is not to be confused with strictly office use, wherein the structures would be higher and more dense. The office and research area growth within Westmont has been of high quality and has been instrumental in making the municipality more desirable as a community.

3. **Commercial Land Use.** This is a "business" based use, generally devoted to retail sales and/or service-based occupations. The areas tend to locate near adequate transportation and ready access to potential customers. Commercial use may be further divided into areas by density, location or the general nature of the commodities being provided, e.g. "Highway Business", "Central Business District" malls, or "strip" centers. Commercial development within the Village in recent years has largely taken the form of

a cluster pattern and has tended to parallel highway alignments, particularly along Ogden Avenue, Cass Avenue, and 63rd Street. This type of development is undesirable not only for aesthetic reasons, but also because of the degrading effect it has on adjacent residential areas.

4. **Residential Land Use.** Various land use categories are found with “Residential” land use. They are based primarily on the density of the housing units contained thereon, specifically, the number of living units per acre. They vary from large lot or “Estate Residential” to single family in various forms (e.g. single, duplex, or townhouse) to multiple family residences of various densities.

5. **Governmental and Institutional Use.** The uses that are devoted to governments and institutions are not usually set aside as special districts or areas, but are allowed as permitted or special uses within other designated districts. The uses are generally small and single purpose, with the exception of schools, parks, and their appurtenances.

6. **Transportation and Utilities Land Use.** These uses, as with governmental uses, are not generally provided with a separate district, but are found as rail stations, electrical substations, and the like. Public streets and highways are not marked as a transportation land use except in those instances where there are large highway interchanges covering several acres.

7. **Open Space, Parks, Environmental, and Natural Resource Uses.** These uses are largely recreational in nature whether active or passive, and those spaces generally are reserved for various amenities of the community.

B. **Current Land Use.**

1. **Base Line Concept.** Current land use is a general reflection of the uses of land in the community which are in place at the time of the development of the Land Use Plan. The uses act as a base line upon which further planning and development may be constructed and to which later development should be related.

2. **Inventory.** The inventory of current land use is expressed in acres. The current acreage to the nearest acre is provided for the land uses identified in Section A above.

TABLE 3-1 CURRENT LAND USE - INCORPORATED AREA -

USE	ACRES
Residential	1,415.5

Commercial	490.3
Office and Research	271.3
Industrial	163.0
Institutional and Governmental	29.0
Transportation and Utilities	0.4
Open Space and Recreational	103.4
Developed	2,472.9
Undeveloped	156.0

TABLE 3-2 CURRENT LAND USE - PLANNING AREA -

USE	ACRES
Residential	1,764.5
Commercial	500.3
Office and Research	278.3
Industrial	163.0
Institutional and Governmental	35.0
Transportation and Utilities	1.4
Open Space and Recreational	115.4
Developed	2,857.9
Undeveloped	229.0

C. **Planned/Projected Land Use.**

1. **Growth and Development Parameters.** As the normal pressures of population and the desires of the residents change over time, there are certain controlling factors which must be recognized which dictate the planned uses of land within the planning area. The Village of Westmont in consideration of the goals and objectives derived from its citizens wishes to encourage a limited growth, while maintaining as much of a low density suburban atmosphere as possible. The limited growth will permit the municipality to gradually provide essential public services as the community desires them, to balance commercial and residential land use, and to maintain a governmental structure that will be as self-sustaining as possible. Various planning agencies have forecast the population of the area to increase by as much as 14 percent within the next 20 years. This growth must be accommodated by carefully relating land use to available space.

2. **Projected Characteristics by Use.** As the remaining land in Westmont develops and certain lands redevelop within the Planning Area, various uses will arise and enlarge in accordance with the goals and objectives of the Comprehensive Plan. The “inventory” below, by approximate acreage, reflects one conforming development pattern consistent with the plan.

TABLE 3-3 PROJECTED LAND USE - INCORPORATED AREA -

USE	ACRES
Residential	67.2
Commercial	12.8
Office and Research	35.9
Industrial	40.1
Institutional and Governmental	0.0
Transportation and Utilities	0.0
Open Space and Recreational	10.0
Developed	66.0
Undeveloped	100.0

TABLE 3-4 PROJECTED LAND USE - PLANNING AREA -

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USE	ACRES
Residential	340.2
Commercial	12.8
Office and Research	35.9
Industrial	40.1
Institutional and Governmental	0.0
Transportation and Utilities	0.0
Open Space and Recreational	15.0
Developed	250.0
Undeveloped	194.0

D. **Policies and Procedures.** The spatial distribution and use of the land within Westmont is largely the product of our social, political, and economic system. In many instances, the resulting pattern has not always been the most efficient or desirable use of land. Yet, despite the lack of formal planning in the early years, the land use pattern that has evolved is essentially functional. Specific recommendations are contained within each land use category described below.

1. **Residential.** Residential use presently makes up 31.2% of the total developed land within the Planning Area, whereas the ratio of acres per 100 persons is 7.4. Assuming low density development to be the trend, the acres per 100 persons would be 6.9. This slight decrease will mean that future development would have a higher density pattern, although still within a range of what is considered low density. Standards should be observed which will provide the maximum level of safety, convenience, and amenities. The physical arrangement of residential dwellings in relation to other community facilities should be developed in a manner that, with the limits of the natural terrain and economic feasibility, would contribute to the general welfare of the community. Consideration for open space vistas should be made. The natural terrain in residential areas should be reasonable for livability, and the terrain slopes should not exceed 25 percent. Cluster development, zero lot lines, and other non-traditional designs should be considered to permit greater use of open space, while retaining the same general densities.

a. **Location.** Location of medium to high density areas should be based upon one or more of the following criteria: (1) Accessibility to transportation

(commuter station or primary thoroughfares). (2) Proximity to the CBD or community-convenience business centers. Low lying areas which are subject to periodic flooding should be considered as marginal land not suitable for residential development. Planned residential areas should be buffered from noise, smoke, and heavy traffic, and from invasion of incompatible land use.

b. **Types of Housing.** Innovative design standards should be permitted. Townhomes and zero lot lines should not be rejected. By moving residential structures closer together, greater open space is afforded without a gross increase in density. This improves the appearance and esthetics of the area without necessarily sacrificing density.

(1) **Single Family.** Single family housing is designed to house a single household unit or family in a detached (free-standing) or attached (duplex or townhouse) structure configuration. For the most part, the average density of single family housing is the lowest of the land uses. The zoning code will determine the density of the various housing districts through its bulk regulations. Zoning districts should accommodate the “starter home”, the duplex, and the large lot “estate home”, as well as the average residential dwelling.

(2) **Multiple Family.** Multiple family housing is designed to house more than one household unit in a single structure, with separate and distinct housekeeping facilities provided for each household unit. These housing structures may house many family units in high-rise facilities. It is thus very important to keep in mind the support and services required of densely populated complexes. Again, bulk regulations of the zoning code will permit control of the density to avoid potential ghettos.

Multiple dwelling sites should be of such a size as to provide for reasonable site planning and building location, thus affording occupants a good environment. In keeping with the above, useful yard areas should be encouraged other than mandatory setback yards. Typically, surrounding yard space is utilized for buffering and parking. Additional yard space should be incorporated into each development to accommodate typical outdoor living activities, even though they are not on single family lots. Multiple unit residential development can be a harmonious adjacent land use to churches and other institutional uses, as well as to single family residences provided that the single family and multiple family residences are sited back to back. It is advisable to locate multiple housing near major streets, but not necessarily immediately fronting on them. By siting multiple unit development schemes adjacent to commercial centers, the market for store services is more concentrated and a greater number of people need travel less distances for goods and services.

(3) **Elderly.** Elderly housing should be more than simply shelter. It must take into consideration the seniors' health and social and emotional support needs. The type and level of support services may vary from project to project depending upon factors such as the size and characteristics of the building and the objectives of the sponsor. For the most part, those projects offering the most sophisticated services are the most economically viable. Group Residences or Shared Housing types of congregate housing should be permitted within single family residences, wherein a shared living environment is permitted for functionally impaired or socially isolated elderly who do not require constant supervision or intensive health care. This type of elderly housing requires little more than expansion of the definition of "family" in the zoning code. Elderly housing projects may come from the adaptive reuse of excess structures, such as schools and office buildings, as well as new construction.

The level of care required determines the type of elderly housing needed. The first, Independent Living, usually means senior centers with few support services. The second, Semi-Independent Living (congregate housing), requires some additional support. The third, or Supervised Living level, are the nursing homes which require specialized support, special licensing, and professional staff.

There has been a dramatic shift in the numbers and percentages of older persons in this country. Every day over 5,000 persons become 65, with a net increase of over 500,000 older persons each year. In 1980, there were 26 million Americans 65 or older. In 2030, it is estimated that there will be about 65 million older persons.

2. **Commercial.** Commercial land use provides a service to those residential uses within the community. While they are to some extent essential, they should be required to cluster into commercial centers rather than spread out along arterials and major roadways. The commercial centers serving Westmont would normally be classified as Community Centers, Local Sub-Centers (strip malls), a Historic Center, and free standing business establishments. The size of a commercial complex is normally directly related to its accessibility by the major components of the community's transportation system.

a. **Central Business District.** Westmont's "historic center" lacks the trade area population base to be classified as a "central business district", however, for convenience, the business center in downtown Westmont will be referred to as the Central Business District or CBD. Studies conducted in the past in an attempt to improve the viability of the CBD have found a need for an improved customer base, which would in turn improve the business climate. The implementation of Westmont Main Street, a preservation-based economic development program, organized in March 1996, continues to improve the viability of the Central Business District.

(1) An improved customer base could be obtained by increased density of the residences in the immediate area of the Central Business District. Areas in which uses and densities are not clearly defined and one zone flows into the other is called “Transitional Zoning”. A specific classification with associated bulk and density regulations should be considered to assist in the economic revitalization of the area.

(2) Increased density in the CBD and vicinity would provide a larger shopping population base and secondarily would improve the tax base of the community by commanding higher real property values for the residential properties due to the convenience of the commuter rail transportation.

(3) Another look at the concept of the proprietor of a business residing on the business premises should be taken. It was once customary for the owner of the business to live upstairs or “in the back”. So-called modern zoning eliminated the mixed residential/business zoning. To add to business convenience, and reduce the number of absentee landlords, it might be well to once again permit residential/business zoning.

(4) A business district or “Downtown Plan” should be prepared by Westmont Main Street, the Chamber of Commerce, or an independent consultant, which would address economic improvements, facade and sign design standards, streetscape, and other aesthetic factors affecting the viability of the Central Business District, and the commercial enterprises of the Village in general. Cooperation and coordination of the plan by the Village should be encouraged where there might be conflicts with municipal standards, plans, or directives.

b. **Community Shopping Centers.** The two centers in Westmont that could be classified as “community scale” are located at the intersection of Cass Avenue and Ogden Avenue and at the intersection of Cass Avenue and 63rd Street. The customer base for these centers is the population of Westmont as well as much of the adjacent communities. A community shopping center should typically serve from 40,000 to 150,000 persons living within 15 minutes travel time of the complex. Because of the number of stores and shops, the 63rd and Cass complex should be the most attractive; however, it does not seem to have the traffic base of the other. Neither center is too well defined in that shops and services flow into adjacent strip shopping. The role that the Village could play would be to ensure that adequate traffic circulation was provided in the neighborhoods of the centers so that orderly access was provided to shopping.

c. **Local Sub-Centers.** These are often referred to, variously, as “strip centers”, “strip malls”, or “highway business”. Ideally, they should serve the

daily convenience and short term food shopping needs of 12,500 residents or less and be located within five minutes travel time of their patrons. There are no less than ten of these centers located within Westmont. There should be attempts to discourage further development of “strip centers” through minimum square footage of floor area requirements, minimum number of retail units, or some other such device.

d. **Free-Standing Commercial Establishments.** The remainder of commercial activity in Westmont is located in free standing business establishments which are generally not dependent upon the customers of other stores. For the most part, these concerns cater to patrons who arrive by automobile on single purpose trips. The majority of the businesses are gasoline service stations, restaurants, and automobile dealerships. Together with small sub-centers, free-standing businesses are a major cause of unsightliness and traffic congestion along Village arterials. They bring a mixture of signs of all shapes and sizes and create turning movement problems with ingress and egress. Attempts should be made to group these uses and reduce the amount of permissible district area. The Village should encourage the location of free-standing businesses on the periphery of other business uses rather than in independent areas.

3. **Office and Research.** Without office and research and industrial uses, there could be an inherently low tax base in the community and a greater tax burden upon Village residents. There should be a provision for this land use and it should be accommodated by more lenient bulk regulations wherever possible. Control should be exercised over traffic circulation, parking, and landscaping.

Office and Research use is noted for requiring a minimum of service from a municipality. Thus, it is more of a tax provider than a tax user. This use is typified by high- to mid-rise office buildings with attendant uses such as lunchrooms, exhibition space, and occasional light manufacturing or assembly.

4. **Industrial.** There should continue to be a provision for industrial land use in the Village. This allows for an adequate number and diversity of employment opportunities for Westmont’s labor force. As with office and research, this use also provides more taxes than it uses in services. The bulk regulations associated with this use should limit the use to light industrial, with no air, water, or noise pollutants. The size should also be limited so that traffic generation would not be a problem, and heights of buildings should not seem out of proportion to other uses in the area. Some provision should be made to exercise control over landscaping and architectural design of structures. There is not an abundance of land available for industry in Westmont, nor does the Village have the rail service or certain other considerations to satisfy a major industrial park. The three limited industrial areas in Westmont are located in the vicinity of Chestnut Avenue and Plaza Drive on the north, Vandustrial Drive on the south, and East Quincy Street in central Westmont.

5. **Governmental and Institutional Use.** These uses account for a considerable amount of land in Westmont. These uses are not to be considered detrimental to the development of the area. Typically institutions, e.g. schools and churches, foster business in the Village and also provide an identity to the community. Institutions are identified on Exhibit 3. Plans or recommendations for governmental and institutional uses are presented under Facilities and Services plans. Most governmental and institutional uses are usually large enough to be identified on the Zoning District Map.

6. **Transportation and Utilities Land Use.** These uses are brought about by default from the implementation of transportation and facilities plans. Though many acres of land are actually used up with streets and alleyways, a separate transportation use is seldom identified. Large highway interchanges, freight yards, and airports are often identified as a transportation use. Occasionally a natural gas or electrical substation will be large enough to identify it on a land use map. This occurs at but one location in Westmont. Public parking lots, often identified with transportation, are, for land use purposes, considered a governmental use; however, they are seldom separated from the adjacent classification on zoning district maps. Recommendations pertaining to the uses transportation and utilities may be found in the Transportation Plan and the Facilities Plan respectively.

7. **Open Space, Parks, and Natural Resource Use.** It should be recognized that this use is a valuable aesthetic resource. It can be used for a variety of purposes, such as conservation of fragile lands, active and passive recreation, trail systems, and protection of wildlife habitat. It protects land permeability and floodway areas. Open space has as its primary objective the balancing of the developed portions of a community. From a visual standpoint, such a system breaks up the monotony of the urban scene with vistas of green, growing things and open spaces. Open space helps to subdue noise, light, fumes, and other obnoxious effects of intensive land use functions. A well balanced system of open space should include from large to small sites with intermediate sized facilities in between. Ownership typically is public, yet there can be private facilities which compliment developments. See Exhibit 4.

8. **Planned Unit Development.** This use is listed separately because it may contain a mix of the above uses. It is an overlay of the regular underlying uses outlined above. There should be a greater recognition of the ability to use Planned Unit Developments to provide flexibility to adapt zoning uses, bulk regulations, and subdivision controls in a manner which could benefit both the Village of Westmont and a potential developer. A Planned Unit Development is a variety of special use. A project is controlled by the municipality through approved site plans. Density, architectural control, landscaping, bulk regulations, circulation, intensity, and other factors may be agreed upon through negotiations. If the overall concept is not agreeable to the Village, the plan may simply be rejected. To appeal, the developer must show by clear and convincing evidence that the decision was arbitrary or unreasonable. This device could be of use in providing

transitional zoning and increased density to the Central Business District and abutting properties.

Chapter Four

TRANSPORTATION PLAN

A transportation system is a strategic and fundamental element in shaping community development. Basically, it is composed of man-made features which affect the physical aspects of the Westmont Planning Area. While a system is generally designed to serve the pattern of developed land, it also has a direct impact on future land uses and the location of new commercial and residential centers. Adequate transportation is an essential part of modern living. Residences of both urban, rural and suburban environments depend heavily upon good transportation facilities for the efficient movement of people, goods and services. The movement of traffic throughout the Village of Westmont can best be accomplished by designation, and improving to a desirable standard, a relatively few strategically placed and continuous arteries and supporting collector streets.

A. **Streets and Thoroughfares.** The many functional parts of Westmont are connected in a complex circulation system of streets and thoroughfares. This system must support the population movements within and through the community and are very important to the health of the community. It is estimated that the percentage of land within the Village devoted to street rights-of-way will remain approximately the same. These systems are vital and must be built and maintained with proper capacity, alignment, structure and location.

1. **Evaluation of Street Systems.** To maintain the systems, as indicated above, the Village should continue to evaluate the need for maintenance and repair on a regular basis. In April 1988, the Village retained a consultant and performed a pavement evaluation study of the street system. A detailed pavement surface analysis was performed using the latest laser technology. Various surface parameters were measured, to include cracking, rutting, smoothness, curvature, and ride quality. A deflection analysis was also performed in order to determine the condition of the pavement base and substructure. This was done by applying a 1,000 pound dynamic load to the pavement, simulating the effect of a moving vehicle, and then measuring the resulting deflection of the pavement surface.

After incorporating traffic and budget information, a computer program was used to assimilate all the data, assign a pavement condition rating, and propose a five-year program of roadway improvements. Based on this report, an annual pavement maintenance program was instituted, resulting in the improvement of approximately 27 miles of streets from 1988 through 1992, which is more than half of the total of the 50.3 miles of Village streets analyzed.

In the Fall of 1992, and again in the Fall of 1997, new studies were done using similar techniques. Based upon these findings, a second and third five-year program of improvements were proposed. Annual pavement maintenance programs were determined using the analysis from these reports. The results of the latest study are reflected in Exhibit 5.

a. **Structural Evaluation.** The Village of Westmont continues to administer a regular street maintenance program. An important aspect of this program is to “maintain” before defects become apparent. This may be aided through a continued comprehensive evaluation of streets and roadways. A street or roadway should remain structurally sound, with a smooth, continuous, skid resistant surface, and a strong reliable sub-base that excludes excessive moisture. This can be obtained by continuing to maintain a complete inventory of street conditions on a block by block basis. The inventory should include the physical condition of the street, the adjoining land use, the traffic use (classification); traffic volume, pavement riding qualities, capacity (width and lanes), the type of construction, and drainage (e.g. curb and gutter vs. ditches).

(1) Appurtenances should be a part of structure evaluation. These appurtenances include curbs and gutters, corner radii, turn lanes, median strips, sidewalks, driveways, culverts, inlets and traffic control devices.

(2) An important part of structure evaluation is age data. The date of construction, reconstruction or major repair, to include overlays, can be of value in predicting useful life of streets, and can assist maintenance scheduling.

(3) Other factors that should be looked at include those related to safety and esthetics, such as lateral clearances, grades, sight distances, street trees and street furniture. The attractiveness and functionality of the streetscape are important issues to a new resident or a corporation location team evaluating the community.

b. **Operation Evaluation.** Street evaluation must include how well the system works. This is determined by traffic studies and impact analyses. These studies are necessary to determine how well the street system operates to accommodate the community needs. For the most part, Westmont is well served by its arterial and collector streets which use much of the land within the community.

(1) Realignment of existing streets where it is necessary to good operation is possible, but very difficult. What can be done more readily is the reduction of the environmental impacts of these roadways so that they

may be used without having a harmful effect upon the residential quality of the community.

(2) One of the best determining factors of good operation of a street or thoroughfare is its congestion. Congestion results in noise pollution, air pollution, excess fuel consumption, increased travel times and degradation of safety. Congestion may be expressed as a ratio of volume to capacity, that is, the actual average daily traffic (ADT) divided by the designed carrying capacity of the roadway. Congestion will begin well before the maximum capacity of a roadway is reached. The congestion may be reduced by removal of parking, closing cross streets which feed the traffic, widening, or other traffic engineering improvements.

c. **Other Evaluation Factors.** Other factors which should be considered as a part of the overall evaluation of the street system include: the accident/safety record of given streets and intersections, the pedestrian-auto conflicts at intersections (turning movements across crosswalks), travel times, transit accessibility, and walking distances after arriving at the destination.

2. **Street Design.** The design of streets, where they are to be constructed or reconstructed, is generally based upon ADT or projected hourly traffic volumes. Another factor is loading, which considers the weight of loads and their frequency. This is of particular concern in designing streets for industrial parks or arterials that will carry heavy truck volumes. There is a recommended structural strength and width for nearly every type of street. Publications such as A Policy on Design of Urban Highways and Arterial Streets, by the American Association of State Highway and Transportation Officials, and Design Policies for Federal Aid Secondary Highways, County and Road District Roads, from the State of Illinois, are of considerable use.

a. **Existing Traffic Volumes.** The major north-south route through the Village is Cass Avenue. It has an ADT of approximately 15,000 to 24,000 vehicles. Fairview on the west carries about 18,000 vehicles and Route 83 on the east has an ADT of about 64,000 vehicles. Major east-west routes include Ogden Avenue, 55th Street, and 63rd Street. The most frequently traveled route is Ogden Avenue (U.S. Route 34) with an ADT of 33,000 to 36,000 vehicles. 55th Street carries 16,000 to 19,000 vehicles per day, while 63rd Street has an ADT of about 25,000 vehicles, depending upon location. This is illustrated in Exhibit 6.

b. **Existing Pavement Widths.** The majority of streets in Westmont have pavement widths of 24 through 31 feet. When major maintenance and repair is conducted upon the substandard width streets, consideration should be given to widening them and installing curbs, gutters and proper storm drains. Wider streets of three, four, five and six lanes are found in the major thoroughfares. These various street widths are reflected in Exhibit 7.

3. **Functional Classification of Streets and Roadways.** Evaluation of operation can be aided by assigning all streets to one of four categories: major arterial streets, minor arterial streets, collector streets and local streets. There is an additional classification of limited access streets (highways or expressways), but since Route 83 abuts Westmont for only a very short distance in the northeast quadrant of the Village, and it is State owned and maintained, this classification is not considered in the Village's hierarchy. Exhibit 8 summarizes the functional classification of roadways in the Village as designated in the June, 1997 Village-Wide Traffic Study.

a. **Major Arterial Streets.** These are major roads which carry traffic through and around the Village. They should be adequate to serve all sections of the community. They should be continuous and of sufficient capacity to prevent traffic from spilling over into collector or local streets. These major streets should connect to like arterials of other communities at the corporate limits. These major streets are normally two to four lanes wide and have rights-of-way of 80 to 100 feet. In older areas of the community, the rights-of-way may be only 66 feet. This width inhibits desirable improvements and additional dedications should be actively pursued. Curbs and gutters are desirable, and sidewalks are essential for pedestrian safety. Traffic signalization is normally required where two arterials intersect and often where an arterial intersects with a collector street. Traffic volumes are 15,000 vehicles ADT or more. Speed limits are typically 30 to 40 miles per hour in central business districts to 40 to 65 mph in non-business district areas.

b. **Minor Arterial Streets.** Minor arterials are typically local in nature, serving the immediate community. The desired route spacing for minor arterials should be one-half to two miles. Traffic volumes are in the range of 3,000 to 15,000 ADT. Right-of-way widths on minor arterials range from 80 to 100 feet, with a two to four lane cross-section, and oftentimes a median. Access control should be somewhat limited, but can allow for occasional driveways. Speed limits can vary from 25 to 40 miles per hour in business district areas, to 35 to 50 in non-business district areas. Parking can be allowed in central business districts, with restrictions if necessary to allow for rush period traffic flow. Sidewalks are desirable on minor arterials.

c. **Collector Streets.** The collector streets serve the individual neighborhoods or subdivisions and provide for substantial traffic movement between arterials and minor (local) streets. They may serve abutting properties, whereas arterials should not serve abutting properties wherever that can be avoided. They are not always continuous throughout a community. Spacing between collectors is typically one-quarter to one-half mile. Average daily traffic volumes are in the range of 1,000 to 5,000 ADT. Access control provides for direct entry into the roadway. Typical rights-of-way are normally between 66 and 80 feet in width, with pavements having two moving lanes of traffic with parking. Stop signs are typically provided at arterials or other collectors to control vehicle

right-of-way. Speed limits are typically in the range of 20 to 30 mph in central business district areas, and 30 to 40 mph elsewhere. Sidewalks should be provided along all collector streets.

d. **Local Streets.** Local streets should provide for short distance, local traffic movement with no dominant pattern in order to discourage long-distance travel. There are no minimum traffic volumes for local streets, however they typically do not exceed 1,000 ADT. Roadways should be narrow with design features such as “T” intersections, cul-de-sacs and no direct access to arterials. These streets are designed to service property having direct frontage along their right-of-way. Local streets in Westmont have rights-of-way of between 60 and 66 feet, with pavement widths of from 20 to 30 feet. Stop signs are typically installed at intersections with arterial (if any) and collector streets. Speed limits are typically in the range of 25 to 30 mph. Parking is normally allowed on one side of the street only, and sidewalks should be required. Local streets may include residential streets, local business streets and local industrial streets. The majority of streets in the Village fall into this category.

B. **Mass Transportation.** Commuter rail and inter-urban bus services are the primary means of mass transportation in and through the Village of Westmont. Other rail and plane transportation, though a part of regional mass transportation, and available to residents, does not play a role in the transportation planning for Westmont

1. **Commuter Rail Service.** The Burlington Northern Santa Fe Railroad operates a modern commuter rail service as part of the Metra System. Its modern equipment is owned by the West Suburban Mass Transit System District, and is leased by Burlington Northern Santa Fe. The Village has a representative on the Board of the Transit District. The system has a history of high on-time service rates. On normal workdays, 24 trains serve Westmont eastbound and 26 trains serve Westmont westbound. The railroad provides ridership studies and makes equipment available to serve any increase in commuters. The present direction of the Village should be to continue to provide adequate commuter parking and other amenities for the citizens who now commute. The Village should also continue to be represented on the District Board.

2. **Bus Transportation.** The Pace Bus Service provides connections with other municipalities and other transportations links. See Exhibit 9. Because of current social dependance upon the automobile and lack of ridership of bus systems, there is very little current demand for the extension of inter-suburban bus routes. Four routes currently serve Westmont. However, if energy costs should increase or air pollution becomes a greater factor, it is presumed that both bus and train transportation would be studied to accommodate the then demands for ridership.

C. **Parking Facilities and Other Components.** The complete transportation system for Westmont includes such things as parking, traffic signals, traffic control, crosswalks, controlled access and limited turning movements.

1. **Parking.** Generally, there are only two kinds of parking: on-street parking and off-street parking. Angle parking is hazardous and requires more land space for maneuvering, thus it should not be considered as a type of on-street parking except in very special situations. Off-street parking is generally required by the Village for all new developments, whether industrial, commercial, or residential. Thus, off-street parking to satisfy the need for existing facilities should be discussed here. As indicated above, under Mass Transportation, commuter parking should be provided as demand indicates.

a. Off-street parking for business and commercial needs, particularly in the Central Business District, is of primary concern. There is a perception that there is great need for off-street parking in the Central Business District. However, several surveys have indicated that at nearly any given time there will be available parking within existing spaces. Because of the need for convenience, shoppers may well pass up parking lot spaces for the option of driving until they might find a space in front of the place of business they wish to visit.

b. Studies of Westmont's Central Business District have revealed that parking availability at the rear of stores and other businesses would accommodate most of a vendor's traffic if a rear or alley entry was provided. Upgrading alleys in the rear of business buildings would encourage businesses to both utilize and develop their own available space.

c. Off-street parking required of new developments is often squeezed in size by variance or tied to a low volume use, which is later changed to a high volume use by a different business. Consideration should be given to making parking regulations more restrictive.

d. Parking restriction in the Central Business District have been discussed in length over the years. The parking north of the tracks is unrestricted, with two hour parking limits. Parking on the south of the tracks is restricted from 4:00 p.m. to 6:00 p.m. to allow for maximum traffic flow over the track. The Village should plan for and develop off-street parking on the south side of the railroad to accommodate the businesses located there. Improvements to the traffic signals in the area could serve to mitigate congestion in the area.

2. **Signalization.** While traffic signals are necessary at high volume intersections, they are often the cause of traffic congestion and should not be installed unless they meet warrants which at least approximate those required by the Illinois Department of Transportation. The installation of traffic signs as well should be considered carefully. Too many signs cause disregard for them and stop signs often cause speeding between those signs to make up for the loss of time.

a. There are four traffic signalized intersections within the Central Business District. Because of the traffic volumes involved and their close proximity with

each other, these signals should be interconnected and controlled centrally. The Village has already begun to make this become a reality by installing a conduit along the length of Cass Avenue between Naperville Road and Richmond Street. It is expected that in the near future, this conduit will be used for the interconnection. An ongoing Traffic Monitoring System should also be considered.

b. The previously referenced 1997 Village-Wide Traffic Study recommended that the Village install an additional pedestrian signal at Irving on Cass to accommodate shoppers in the Central Business District. This should be interconnected with the existing signals.

3. **Grade Separation.** The Burlington Northern Santa Fe Railroad will be a major transportation factor for the foreseeable future. While it is a blessing for the commuter, it is a bane for those motorists whose destinations may be on “the other side of the tracks.”

Though a structure to separate the grades has been discussed for many years in Westmont, it may not be feasible to locate it at Cass Avenue. Other locations are more feasible, including major streets in adjacent municipalities or the creation of a new arterial roadway.

a. Some concern has been raised by various commercial establishments in the Central Business District that a new arterial would take away business. Surveys have determined that parking would be easier for their customers with a lower traffic volume, and almost no local business depends upon the “impulse” buying of through traffic.

b. Property owners are concerned with the route of any proposed arterial. The long range solution to this problem is simply that the Village of Westmont become the “property owner” along the determined route and resell the property to those persons who would then acquire it with full knowledge of the arterial location.

c. Westmont would not have an excessive amount of capital invested in the project at one time. A section could be re-subdivided to reflect a new lot configuration or dedicate the required right-of-way and resell the property. Conceivably, the potential for new housing stock with the reconfigured lots could add to the tax base. Conceivably, the property acquisition, reconfiguration and resale might take over twenty years to enable a grade separation approach, but this project of grade separation has now been only discussed for forty years.

d. Traffic counts have indicated that nearly two-thirds of the traffic utilizing Cass Avenue during the rush periods are not Westmont residents. This indicates that the commuters are more regional in nature. The Village should consider participation in a regional group to study potential grade separation locations for the entire region.

4. **Sidewalks and Curbs and Gutters.** Sidewalks are often classified as a facility/infrastructure. However, they are pedestrian traffic devices and thus should be considered under Transportation. Curbs and gutters are often mentioned as an appurtenance to the storm drainage system, but nearly all structures within a street right-of-way should be addressed as part of the transportation system.

a. The Village of Westmont has had various cycles of sidewalk construction based largely upon policy determination or availability of funds. In light of public safety, and the increased aesthetics and property values, an ongoing public sidewalk program should be pursued until all property fronting an arterial and all residential property fronting a public way is provided with a sidewalk.

b. In older sections of the community where street trees affect alignment, and sufficient right-of-way is not available, property owners may be given the option of losing trees or giving permanent easements for public sidewalks. This may create curvilinear sidewalks, but straight sidewalks are not a mandate and the softened look may add to the appearance of the neighborhood.

c. All new development/construction should continue to have sidewalks as part of initial improvements. Funding for the older sections of the community may be by any number of devices, many of which have been used by Westmont in the past. These include various cost sharing plans, Special Districts, and Special Assessments.

d. Beyond the very important safety considerations of sidewalks, the ability to “stroll the neighborhood” without having to dodge cars on a narrow street, can be conducive to adding to a sense of community and neighborly ambiance that is not otherwise available. The reluctance to visit next door, if it means walking out on the street or getting in the car and driving, surely plays some role in the feeling of isolation.

e. Curbs and gutters are an integral part of a standard urban “cross section standard” for street construction. See Exhibit 10 for the current curb and gutter inventory. It should be recognized that Westmont is no longer a rural community and the roadways should no longer be flanked by ditches to drain water from the roadbed. Modern road construction does not dictate the same procedures or materials as in the past and the need for sufficient road width cannot be met with ditches encroaching upon the traveled way.

f. The safety of the community, both pedestrian and vehicular is a factor in considering curbs and gutters. Streets are made wider in the process, a street edge hazard is removed, and a safe place to walk is now possible. The latter comment is based upon the fact that room for sidewalks is usually afforded when curbs and gutters become part of the cross-section.

D. **Policies and Procedures.**

1. **Traffic Studies.** These studies should be current. New traffic studies should be taken at no less than five year intervals. These include origin-destination surveys, accident data, traffic volume counts, and turning movements. Where undeveloped land is being considered, the nature and density of the planned future development should be considered. The use of a traffic engineering consultant will prove useful in this area.

2. **Capital Planning and Budgeting.** All transportation projects should be a part of the Capital Improvement Plan (5 year capital budget). This permits citizen input during the regular hearing process and provides a communications link to the public. Often, streetscape construction becomes a source of citizen complaint unless fully understood in advance.

3. **Neighborhood Traffic Calming Program.** As the dependency on the automobile increases, increasing traffic will occur in neighborhoods. The Village should explore a number of traffic-slowing techniques in an effort to maintain appropriate speeds and to direct traffic to collector and arterial streets. Involvement from adjacent neighborhoods should be stressed in the process to ensure public acceptance. Some examples of traffic calming devices include traffic circles, speed humps, diverters, curb bulb-outs and dividers.

4. **Stop Sign Ordinance.** The Village legislative body should consider appointing a committee, to include residents, which would develop a new stop sign ordinance. This would include an objective method of evaluating stop sign requests at locations that have not traditionally met the accepted Manual of Uniform Traffic Control Devices warrants. Such a revised ordinance would eliminate the need for public officials to override an accepted manual and provide a standardized point system to evaluate problem intersections or locations.

5. **Truck Route Ordinance.** The Village should review truck prohibition designations and develop a truck route enabling ordinance. The ordinance would commit the Village to developing only those designated streets to truck design criteria, and would allow the truck traffic to flow in an organized manner.

6. **Summary of Recommendations.** The following is a review of some of the recommendations found in the foregoing Transportation Plan which should be implemented by means of a phased approach:

a. Acquire additional right-of-way for those arterial and collector streets where sufficient width of pavement is not now permissible.

b. Align Wilmette between Naperville Road and Chicago Avenue. Right-of-way was acquired several years ago.

- c. Gradually acquire right-of-way through purchase and resale of property along a corridor which would permit a grade separation and second north-south arterial for Westmont.
- d. Plan for connection of 55th Street with 63rd Street along a new corridor which would alleviate traffic congestion on South Cass Avenue.
- e. Provide long range capital planning for sidewalks and curb and gutter street cross-section for all streets not so configured.
- f. Widen local streets to standard widths.
- g. Plan for additional commuter parking.
- h. Plan for public parking lot south of the tracks in the Central Business District.
- i. Relocate northbound traffic signals, detector loops and pavement markings at Burlington Northern Santa Fe rail crossing on Cass Avenue to south of the tracks.
- j. Improve 59th Street to minor arterial standards.
- k. Form an inter-community planning group to study, maintain and improve Fairview Avenue and to explore a possible grade separation.
- l. Continue to encourage IDOT to widen Route 83.
- m. Coordinate with Oak Brook to evaluate opportunities to develop better access to 31st Street from Pasquinelli Drive.
- n. Consider use of a committee to evaluate warrants for stop signs and signals.

Chapter Five

FACILITIES PLAN

This section of the Comprehensive Plan analyzes existing community facilities and their adequacy to serve the citizens of Westmont and its planning area. Facilities are to be considered the infrastructure, e.g. land and improvements, supporting a required service. The plan examines these facilities separate from the service which they support. The reason becomes obvious when we contrast, for example, the policy and planning requirements for constructing a new police headquarters with the planning required for improving law enforcement service by increasing numbers of police officers or vehicles or improving communications capabilities. Generally, community facilities are classified as regional, community-wide, or neighborhood, according to the area they serve. Regional facilities normally would include airports, museums, large parks or forest preserves and the like. Community-wide facilities would include high schools, junior high schools, playfields, community parks, libraries, and fire stations, whereas neighborhood parks and playgrounds and elementary schools would be classified as neighborhood facilities. The Community Facilities Plan, which will be presented in this chapter of the Comprehensive Plan, will be limited to communitywide and neighborhood facilities.

A. **Public Buildings.** To effectively provide services for its residents, the community must have adequate facilities to house the necessary administrative and support personnel and buildings which house specific services, such as the Library. Village Halls, Police Stations and Community Centers may be high on a local government's wish list, but they should only be evaluated in the light of critical need, state of obsolescence, their inability to meet handicap accessibility standards and other like criteria. Structures are highly visible and have emotional content, however, a new building simply for the sake of show or convenience should be avoided.

1. **Village Hall.** The Village Hall complex, located on the southwest corner of West Quincy and North Lincoln Streets, is made up of two buildings. One of which is brick and the other a remodeled wood-framed residential structure. Both are over 40 years old and are not in the best of condition structurally. The space of neither building is laid out efficiently. One portion of the brick building is devoted to Fire Department uses. For planning considerations, long ranging financial studies should begin for the purpose of replacing this complex and providing a more modern, efficient structure for the various governmental needs of the community. The present location is central to the community and easily accessible. With the utilization of present land space, abandoning an alley, relocation of the current fire department use and the gradual assemblage of adjoining properties, space for a modern civic complex could be obtained and construction phased.

2. **Westmont Library.** The Westmont Library is currently housed in a modern new facility located at the southwest corner of North Cass Avenue and West Traube. It was

officially opened January 27, 1993. It is not believed that any new construction or addition of any Library facility will be required in the foreseeable future. The Illinois Library Association publishes library space standards for municipalities of a given population. For example, 10,000 to 34,999 population should require 0.75 square feet of library building per capita; for 35,000 population, 0.65 square foot of library building should be provided.

3. **Fire Stations.** The Fire Department currently has three stations serving North, Central and South Westmont. The North District station is headquartered at Cass and Traube Avenues and has recently been modernized as part of the Police Facility Complex. The South District station is headquartered at Cass Avenue and 61st Street.

The Department has been analyzed by the Illinois Standards Office, which has determined that distance to potential suppression demands, water pressures, training, and other factors, warrant classification of the department as Class Three. Current potential demand for suppression services is such that no new facility is envisioned through the year 2010. If the Village Hall is redesigned and constructed, a consideration should be given to having the two modern stations serve the community.

4. **Police Station.** A new police facility was recently constructed at Cass and Traube Avenues. The former police facility was located in an older inefficient building located at 226 North Cass. The space was cramped and there were insufficient facilities to serve a Police Department that had grown by nearly 200% since it first moved into the building. Westmont's modern police station opened in January 1997, and should serve the community for many years into the future.

5. **Public Works Facilities.** The Public Works garage, administrative offices, salt storage facility, and associated structures are all located at the northwest corner of Wilmette Avenue and 55th Street. This complex has had several additions and remodeling projects during the past several years. It is envisioned that major facility construction will be required for efficient public works services .

6. **Refuse Disposal and Recycling.** Westmont currently has no solid waste transshipment facility or other handling facility for refuse. This function is totally the responsibility of the contract service provider. The Recycling or Resource Recovery function, however, has storage and handling facilities located adjacent to the Water Department on East Burlington Avenue.

7. **Water System Infrastructure.** The water system infrastructure is, like most systems, the sum of its parts. It consists of facilities at the source which are used to introduce water into the system, (whether the metering stations for Lake Michigan water or the wells of Westmont's own supply source), storage facilities, and the distribution system. The adequacy of the water system facilities are determined by establishing just how much water the system needs to handle.

a. **Demand.** The highest demand on both the water supply and the system will occur when the maximum fire demand coincides with the maximum domestic usage. For example, Westmont's system is able to supply over one million gallons during a four hour period for fire use alone. This may be made up from storage and/or total system capacity. Potable water needs are commonly referred to in terms of average daily demand. However, water systems should be prepared to meet maximum daily demands. Maximum demands can range from 1.5 to 2.5 times the average daily demand, depending upon such factors as climate, time of year, day of the week, and composition of users. Domestic water consumption can vary from 40 to 100 gallons per capita per day. Average per capita per day consumption for all uses generally is in a range of 170 to 300 gallons per day. This can be as high as 600 gallons or more where there is a great percentage of industrial users with large process water usage.

Projected water demand may be estimated for vacant, undeveloped land by applying demand factors per acre of each major land use type. This may be of use to estimate future need of currently underdeveloped or unincorporated land within the Planning Area. The factors used are based upon recognized standards. They are as follows:

Table 5-1 WATER DEMAND

Land Use	Average Gallons Used Per Acre Per Day
Low-Density Residential	930
Medium-Density Residential	2260
High-Density Residential	3400
Commercial	1200
Industrial	2000
Office and Research	1600
Institutional	500

Generally, Westmont has kept pace with population growth and other demands upon its water system. There remain some looping segments to be installed and pace with population growth and other demands upon its main size increases needed. These improvements should be included in the Capital Improvement Budget.

b. **Distribution Network.** Certain system standards should be maintained to ensure that needed water is transported to Westmont users in an adequate quantity. Looping of the system should be provided to eliminate interruption of service during main breaks and to provide better supply pressures in the event of fires.

The system should be sized to deliver a relatively constant pressure of from between 50 and 75 pounds per square inch (psi), except the pressure may drop to 30 psi when supplying water to fight a fire. In addition for other water demands a capacity of up to 4,500 gallons per minute for four hours should be sought for fire flow capacity.

No water main should be less than six inches, and eight inches should be the recommended distribution lateral. Twelve inch and larger mains are recommended for principal streets and all long lines not cross-connected at frequent intervals. Friction loss and head pressures yields a return that makes it advisable to consider large size transmission mains. Velocities may be reduced below the "rule-of-thumb" five to six feet per second, but there is no evidence that this rule is sacred, especially in view of increased energy costs.

Arrangement of valves should be such that not more than 500 feet of distribution line will be affected by a break in a high value area or more than 800 feet in other districts. Clearly, there may be significant variations in the above standards and any project will be subject to specific engineering determination. Nevertheless, these general considerations should be recognized.

Westmont had maintained a rather aggressive program of replacement and expansion of the distribution network to stay abreast of demands upon the system. The only outstanding projects are the replacement of an existing main in 55th Street with approximately 5,200 linear feet of 12" main and the replacement of an existing main in Naperville Road with approximately 6,200 linear feet of 12" main. These projects should be placed in Westmont's Capital Improvement Plan.

c. **Water Storage Facilities.** There is no complete agreement on how much storage capacity is needed. While the City of Chicago requires that suburbs receiving water have storage capacities of twice their daily consumption, many communities have capacities of less than their average daily consumption.

Where emergency power/pumping capability is available in the event of power interruption, storage may not be so critical. However, very careful consideration should be given to the amount of exposure to public censure that would be met when some occurrence resulted in an extended period without water. Water stored at critical points in the system can reduce peak load on

transmission mains and additional storage may be more economical than to increase the size of mains or provide additional pumping facilities.

Westmont has in operation two storage facilities of one and a half million gallon capacity each, one elevated storage tank of a half million gallon capacity, and a recently constructed elevated storage facility of one million gallons. These storage facilities should serve the community for many years.

8. **Drainage and Stormwater System Facilities.** Because natural drainage systems and water permeable soils have been disrupted by residential and commercial development in Westmont, flooding has become an constant area of concern. The impression that there are more frequent heavy storms is not due to a change in climate so much as a failure to accommodate the pressure of urbanization. Stormwater control is adequate only to the extent that all facilities are able to accept the surface water which may result from a rain storm. For the purposes of evaluating stormwater facilities, the system should be sized for up to 100 year storms. “Storms” in this case are events of a statistical frequency and duration used to design facilities. A 100-year storm is the amount of rainfall for a 24-hour period that would occur on a average of once every 100 years.

a. **Storm Sewers.** Discussion of storm sewers should be divided into major and minor systems. A minor system provides relief from frequent stormwater runoff and provides freedom from nuisance and inconvenience. It generally consists of curbs and gutters, street inlets, local storm sewers, and drainage swales. These systems are designed to accommodate flows that occur fairly frequently and are generally designed for five year storms.

A major storm system serves major flood needs and consist of large capacity conduits, retention or detention areas, open channel cuts, and creek and river systems. These systems are usually sized for 100 year storms. Storm sewer systems should be designed to keep water from the base and sub-base of street structures, to alleviate flooding of private property, and to make travel safe during periods of severe rainstorms.

b. **Detention Facilities.** Detention controls runoff by holding stormwater until it can be released at a rate that approximates the natural flow. A “dry bottom basin” is a detention basin that releases all of the water to return to a dry state after the storm. A “wet bottom” or retention facility normally holds water all of the time and it releases the stormwater collected to a predetermined water level.

There are many of these facilities in Westmont and they are an integral part of every development. These basins are sized to retain the minimum of a 100 year storm computed on the basis of historical data for the area being evaluated. Westmont’s current release rate standard is 0.10 cubic feet per second (CFS). This approximates a release to a receiving stream or structure of 0.10 of an inch per acre per hour. Where new facilities need to be built, not in connection with a

new development, land acquisition can be costly. It is for this reason that large portions of detention capacity should continue to be imposed upon developers.

Facilities that may be utilized in making up required storage capacity include parking lots, underground vaults or piping, percolation trenches, and depressional areas. Parking lot elevations and cross-sections should be coordinated carefully when used as storage. The duration and depth of lot coverage and the velocity of the water have safety considerations that should be evaluated.

9. **Wastewater System Infrastructure.** A Wastewater system is made up of collection, treatment, and disposal facilities. For Westmont, these facilities are provided by two independent Special Service Districts, Downers Grove Sanitary District and Hinsdale Sanitary District. The County of DuPage also provides some collection facilities within the Planning Area. Exhibit 11 reflects the boundaries of the districts. Westmont's involvement in the planning and construction of these facilities should remain largely coordinating in nature. Design standards should be looked at during this coordination, however. For example, velocities should not be less than 2.0 feet per second and should not be greater than 15 feet per second. Slopes should not exceed a range from 0.63% to 33% for 6 inch sewers, or 0.08% to 4.2% for 24 inch sewers. Design flow rates should average 100 gallons per capita (gpcpd) with a maximum of 400 gpcpd for laterals and a minimum of 250 gpcpd for mains and trunks. The future need for sanitary sewer mains for undeveloped land may be estimated by applying typical pipe lengths and diameters to each land use category. For example, low density residential land use would need 109 feet of 8 inch main and 46 feet of 15 inch (avg.) main per acre; while office and research land use would require 50 feet of 25 inch (avg.) main per acre. Further requirements are too variable and expansive to include here. As new developments are planned in Westmont, contact with the agency responsible should be recommended to all potential developers, and all information regarding population projections for the Village should be part of liaison procedures for Village staff.

B. **Amenities.** Amenities, with regard to planning and development, are those physical features which increase the attractiveness or value of real estate or a geographical location. All of them are an integral part of community life. Included with those features are those which, in general, improve the livability of the community. Examples include open space, schools and churches, and health care facilities. Most of these amenities lie outside the direct control of the Village Government. However, coordination, cooperation and assistance has been the normal relationship between the Village and the entities responsible.

1. **Schools.** While it is recognized that the administration and provision of school facilities is the function of the local school districts, the local government of Westmont must include them in the planning process. There are eight public school facilities/buildings located in Westmont and one private school facility. There are four elementary school buildings, two junior high school buildings, one high school building and the DuPage County Junior College Satellite building. These are identified in Exhibit 12.

The Village of Westmont is served by six school districts: three elementary districts (No. 50, Downers Grove; No. 60, Maercker; and No. 61, Darien), two high school districts (No. 86, Hinsdale and No. 99, Downers Grove), one unit school district (No. 201, Westmont) and The College of DuPage. This plethora of districts yields a still greater number of schools serving Westmont. These 21 different schools provide a basic source of the lack of “community” evidenced in Westmont. Much loyalty and sense of community is sowed by school affiliation. The sports and other activities lead families to cheer for, and act with, communities other than Westmont. As the children mature, they have not developed a sense of pride in their own community. One of the single most important actions that would bring Westmont together as a functioning community would be the attendance of all Westmont students at a school that was not identified with another community or district. The task to bring about a change would be a difficult one, perhaps including State legislative action. However, the long range results would probably be well worth nearly any effort expended.

- a. **Capacity/Utilization.** Although most schools serving the Westmont Planning Area are operating below capacity, some facilities anticipate increased utilization. All are in apparently good condition. Table 5-2 provides a list of the schools, the parent district, enrollment, and capacity.

Table 5-2 SCHOOL FACILITIES SERVING WESTMONT

School	District	1991-1992 Enrollment	% of Total Capacity
Herrick Jr. High	#58	426	59
O’Neil Jr. High	#58	644	90
Lester Elementary	#58	387	110
Whittier Elementary	#58	227	65
Fairmont Elementary	#58	400	80
El Sierra Elementary	#58	362	103
Holmes Elementary	#60	442	98
Maercker Elementary	#60	399	80
West View Hills Middle	#60	372	62
Lace Elementary	#61	329	100

School	District	1991-1992 Enrollment	% of Total Capacity
Eisenhower Jr. High	#61	458	100
Hinsdale Central & South	#86	3,145	100
Downers Grove North & South	#99	5,031	77
C.E. Miller Elementary	#201	240	56
Manning Elementary	#201	340	61
South Elementary	#201	150	55
Westmont Jr. High	#201	410	58
Westmont Sr. High	#201	460	46

b. **School Building Standards.** There are specific physical standards for the construction of new schools or updating of existing facilities. These standards are based upon accessibility for students, which include: travel distances for students, number of pedestrian crossings at major streets, and development patterns of new subdivisions. Other factors include: location of influencing land uses, such as commercial and industrial where traffic volumes are high and proximity to other facilities such as parks to correlate school activities. Table 5-3 illustrates this.

Table 5-3 DESIRABLE PHYSICAL STANDARDS FOR SCHOOL SITE SELECTION

School	Minimum Site Size (Acres)	Additional Acres for Each 100 Pupils	Service Area	Maximum School Capacity (Pupils)	Maximum Classroom Capacity (Pupils)
Elementary	4 - 6	1.0	1/2 to 3/4 mile	500 - 900	25 - 30
Junior High	15 - 20	1.0	1 to 1-1/2 mile	1200 - 1500	25 - 30
Senior High	25 - 30	1.0	1-1/2 to 2 miles	1500 - 2500	25 - 30

Source: School Site Selection, American Society of Planning Officials

2. **Churches.** There are a total of seven churches within the Planning Area serving the Village of Westmont. The locations of those are identified in Exhibit 4.

3. **Health Care Facilities.** There are a total of two medical clinics and the DuPage County Health Department satellite serving Westmont. This does not include the individual Dentists (19), Opticians (4), Optometrists (3), and specialized medical practitioners such as Podiatrists (4), Chiropractors (4), Osteopaths (2), and Acupuncturists (1), having offices within the Village of Westmont.

4. **Park and Recreational Facilities.** Recreational facilities include: non-structured recreation (open space), playgrounds neighborhood parks, community playfields, community parks, “greenbelts” (walks and cycle paths) and regional parks. Exhibit 4. provides an inventory of current park and recreation facilities and locates these facilities in the Planning Area.

a. **Park Systems.** Park land standards are generally computed on the basis of 2.5 acres per 1,000 population for neighborhood parks, 2.5 acres per 1,000 population for community parks, and 5.0 acres per 1,000 population for large parks which might include golf courses and other specialized open space/recreational areas. Support facilities, such as office and storage structures, playground equipment and sports stadia/arenas should be inventoried and evaluated by the Park District on the basis of serviceability, obsolescence, safety, and other rational criteria.

b. **Recreational Facilities.** These facilities include golf courses, swimming pools, health and fitness centers, fishing ponds, community centers, team sport fields, and theaters. Numbers and types of these recreational facilities are largely determined by community interest and utilization. One of the facilities which the Village lacks that all adjacent communities have is an outdoor swimming pool, and this needs to be considered in the near future. The Park District should make periodic evaluations of the need for any and all of these facilities.

Chapter Six

COMMUNITY SERVICES PLAN

As with Community Facilities, Community Services are analyzed within the Comprehensive Plan to determine that they are adequate to serve the citizens of Westmont. The demand of an increased population will dictate at what time utility systems and other public services, such as police and fire protection, will be enlarged or increased to provide for the community. Space for the required facilities to support these services must be recognized and provided. Secondly, once public services become available, a community becomes more attractive and the pressure for growth arises. This chapter discusses the services separately from the facilities which may support them; the facilities having been discussed in Chapter Five.

A. **Utilities.** No Westmont utility is wholly owned or operated by the Village. This necessitates considerable attention to agreements with supplying entities and coordination with these agencies to impose any planning parameters. One of the backbones of a healthy and functional community is a good utility system. The major concerns with planning are that the utilities are of sufficient capacity and that they are properly located for the maximum benefit of the citizens.

1. **Water.** Water is supplied by the DuPage County Water Commission to various connection points in the Village where it is stored and distributed by the Village. The water source is Lake Michigan. It is treated by the City of Chicago and sold to the Commission. Westmont has a history of providing for projected growth and keeping water service one of priority. This policy should not be discontinued.

- a. The Village owns and maintains all water transmission mains, and distribution laterals. Minor construction for looping and increased flow as well as routine maintenance, such as flushing and valve actuation is performed by the Village Water Department. The department also responds to leaks and breaks in those parts of the system owned by the Village. The Village should continue to maintain that capability.

- b. The Village maintains a capability to supply water to the municipality from shallow and deep wells on a limited basis in an emergency. Exercise of this capability should continue as long as it does not extend to the cost of new wells.

2. **Electricity.** Electrical power for the Village is supplied by an investor owned utility, Commonwealth Edison Company.

a. The Village has a franchise agreement with the company for installation of poles and appurtenances within the public right-of-way. In payment, the Village currently receives electricity for nine buildings and the traffic lighting within the Village (approximate value \$24,000 per year).

b. The franchise agreement expires on Jan. 21, 2049, unless the provision to renew at the 15 year point is evoked. The Village should monitor this date so that the “if no notice given” clause does not result in an automatic renewal without the Village having obtained the most favorable terms possible for the franchise agreement.

c. The Village, in connection with Commonwealth Edison, should pursue a program of moving overhead electrical systems underground. Such installations may cost more, but they may yield greater financial returns to developers and to the municipality. The resultant increase in safety, reduced periods of electrical outage for citizens and improved visual aesthetics would create many advantages for Westmont. For small developments, where there was existing overhead service, a sharing of costs between the Village and the developer should be considered.

3. **Natural Gas.** Natural gas service is provided by NICOR (formerly known as Northern Illinois Gas), an investor owned utility.

a. A franchise agreement provides for 51,228 therms of gas to be provided to the municipality for heating various public buildings.

b. As in paragraph 2b above, the date of franchise agreement expiration should be monitored by the Village.

4. **Sewerage.** Sanitary sewer service (collection and treatment of sanitary waste) is provided to the Planning Area by three separate governmental entities: The Hinsdale Sanitary District, The Downers Grove Sanitary District, and the DuPage County Department of Public Works.

a. Design, construction, and maintenance of interceptors, laterals, trunks, lift stations, and treatment plants are the responsibility of the respective agencies within their areas of responsibility.

b. The Village of Westmont should notify the various agencies of planned population projections and other factors which may affect their system's capability and effectiveness. Westmont should assist them where possible in maintaining minimum gradients in lines and a minimum flow velocity of two feet per second.

5. **Stormwater Control.** Storm drainage, like water and sanitary sewage disposal, ultimately develops into a major area of public concern. Stormwater runoff is that portion of rainfall which is not absorbed by the ground and flows on the surface. The conditions of the ground and/or type of surface determine what proportion of the rainfall will run off the ground surface into drainage channels. Provision for adequate control should be in place. As urbanization has taken place in Westmont, improvements and structures have altered the land's capability to absorb normal rainwater runoff. The proportion of permeable land has been reduced as the amount of surface covered by impermeable materials increases. These impermeable materials are streets, driveways, roofs, sidewalks, and parking lots. The reduced ability to absorb rainwater results in greater runoff. The amount of runoff is expressed as a ratio to total rainfall and is called the "runoff coefficient". A coefficient of one (1.0) would mean that no water is absorbed, and the smaller the number below one, the greater the amount of rainfall absorbed. The following partial list indicates a range by various types of surfaces:

Table 6-1 WATER PERMEABILITY

Type of Surface	Runoff Coefficient
Road Surfaces	0.70 - 0.95
Asphaltic pavements	0.85 - 0.95
Gravel roads and walks	0.50 - 0.70
Parks, gardens and lawns	0.25 - 0.50

From the above it can be seen that drainage of stormwater becomes more concentrated as urban development takes place, and unless necessary improvements are made in the drainage system to accommodate the additional runoff, local flooding may occur.

- a. The Village of Westmont presently has the responsibility for storm sewers and stormwater control for the entire community except for the areas where this service is the responsibility of the Westmont Surface Water Protection District No.1 (portions of the northwest quadrant).
- b. Several drainage studies have been prepared for areas where the Village has experienced stormwater problems. The major problem areas for stormwater currently occur in the southeast and southwest quadrants of the Village. See Exhibit 13.
- c. Provisions should be made for storm sewers where necessary with sizes capable of serving logical service areas (drainage basins). Adequate provision

should be made for handling water originating on streets and channeled by curb and gutter systems.

d. Stormwater control utilizes two basic types of structures: enclosed pipe transmission and open ditch and stream flows. The minimum quantity of runoff that should be accommodated is from a design storm frequency of 100 years. Natural drainage courses should be preserved where possible, with adequate channel rights-of-way for access for maintenance or repair.

6. **Community Antenna Television (CATV).** CATV, commonly referred to as “cable”, is currently provided to Westmont by an investor owned company, MediaOne (formerly known as Continental Cablevision), through a franchise agreement. The Village’s first franchise agreement was recently renegotiated. Significant changes resulting from the passage of the Cable Television Act of 1992, and new Federal Communications Commission regulations, caused the Village to reexamine the terms of the franchise agreement. The operation of cable television is partly as a utility with its franchise agreement and partly as a Westmont public service with its local commission and public access provisions. As a result of the legislative changes mentioned above, the Village agreed to close the local public access studio a few years ago. Some of the specific areas of CATV which needed to be addressed by the Village were as follows:

a. **Technology.** The Village’s agreements need to be flexible in terms of addressing changes in future technology. The “information superhighway” is in the process of being developed. The franchise needs to be sensitive to this significant shift in technology. This includes not only the potential new services that may be available to cable subscribers, but also the potential for increased revenues to the Village. The Village should consider the expansion of the system channel capacity and the installation of fiber optic cables throughout the Village. Technology currently exists to link various Village functions and facilities, such as schools, Park District, Library, and Village departments, through the institutional cable that was installed as required in the original franchise agreement, and this is already being done somewhat amongst the Village departments. This capability should be explored with the intent of utilizing the full potential of CATV.

b. **Public Access.** Following the issuance of the FCC regulations for The Cable Television Act of 1992, the Village agreed to allow MediaOne to buy out of its franchise obligation to maintain a public access studio. The Village recognized the need to provide some type of editing facilities for public access users. Public access for local programming depends upon some type of local facility. Studio facilities are less critical than editing because of the time element involved with editing. In light of this, a new Video Production Studio and Editing Suite was opened in the Park District Community Center. Studio facilities are shared with other communities at MediaOne’s Studios in Elmhurst.

(1) **Programming.** Village Board and commission meetings should continue to be broadcast and exploration should be made as to the broadcasting of other local government meetings in a live, tape delay, or possibly a “TV news” format.

(2) **Equipment.** Efforts should be made to obtain and provide for on-going maintenance of the essential public access equipment, to include: tape playback system, cameras, tape recorders, video graphic systems, switchers, and associated audio equipment.

(3) **Staffing.** In the past, public access programming in the Village had been a volunteer effort. More recently, there has also been the use of paid staff for governmental access. This type of support should continue to ensure a continued quality and reliability of productions for the Village’s citizenry.

c. **Customer Service.** Within the context of the new regulator environment, the Village should exercise its options to ensure the highest possible customer service for cable television subscribers at the lowest possible cost to them. With the last parameter, the Village should monitor the laws and regulations as pertains to rate regulation and evaluate the benefits for rate regulation certification.

B. **Public Services.** Other services are provided for the Village of Westmont community, in addition to the utility services discussed above. These services are primarily provided by the Village but there are some services provided through the private sector (the investor owned businesses) or special taxing districts such as the Westmont Park District and schools. The latter are discussed under a separate section (Collateral Services). All of these services are generally thought of as public services, even though private businesses may be providing the service through a franchise agreement or contract.

1. **Fire Services.** The Westmont Planning Area is afforded fire protection services by the Westmont Fire Department through three strategically located stations as discussed previously. Generally speaking, the service area of a fire station is three road running miles. This standard is met by the existing stations, with redundant overlap for most of the Village.

2. **Police Services.** Police protection is usually afforded on the basis of one of two standards: (1) one uniformed officer per each one thousand population or (2) 4.5 officers for each 24 hour patrol/position. Westmont is currently well-manned under either criteria and support staff are sufficient to provide what is considered a well-trained well-organized police force.

3. **Ambulance Services.** Ambulance service is provided to the Village by contract with Kurtz Ambulance Service, Inc., of New Lenox, Illinois. The contract will expire in 2002. The service provides for three professional Paramedics on duty 24 hours a day.

This capability is supplemented by EMT and Paramedic qualified personnel of the Westmont Fire Department. Nearly all fire personnel are EMT qualified.

4. **Public Works.** The Public Works function in Westmont provides as many of the services as may be found in larger communities. Nearly all of those services are performed within the public ways of the Village. The principle services performed by the Public Works Department are listed below.

a. **Street Repair and Maintenance.** The Department is not equipped to perform street construction or major repair, such as overlays, which is normally done by independent contractors under bid. Pothole filling, crack and joint filling, repair of utility cuts, and catch basin and inlet repair are essentially the limit of the street maintenance activity. Additional capability would require extensive capital equipment.

b. **Traffic Signage.** Traffic lane striping, parking stall markings, curb marking, street identification markers, stop signs and other traffic control signs have always been the responsibility of Public Works. A large amount of this service is coordinated through the offices of the Police Department and the Village Manager. Studies should be made to consider a greater use of thermoplastic markings. Pavement marking is one of the best, lowest cost, and generally the most appreciated ways of aiding drivers. Often there is a strong neighborhood pressure for installation of unwarranted yield or stop signs. Studies may show clearly that such warrants are not met, and thus may provide a basis for denying such requests.

c. **Forestry.** Street trees give life and interest to neighborhoods. Westmont Public Works has maintained regular tree programs for planting replacement trees and trimming trees. Trees which create traffic sight distance problems and street trees which may abut property where owners have not properly maintained their trees, also receive attention. Although large trees generally are graceful and beautiful, they are easily toppled in storms and pose danger to the neighborhood. In addition, large root systems dislodge sidewalks and curbs. It is therefore wise to remove large, mature trees and replace them with smaller trees which will not disrupt the street lighting system.

d. **Snow and Ice Control.** Snow removal in Westmont has long been a model of efficiency, which is admired by nearly all of the residents of the community. The Village should continue to purchase the required equipment and associated support to maintain this service that Public Works has provided in the past.

e. **Street Cleaning.** In addition to the aesthetic reasons for removal of dirt and litter from streets, there is a need to prevent clogging of storm drain systems, which in turn can lead to basement flooding or dangerous street flooding. The

cleanliness of the streets is probably not as praiseworthy as snow removal, and, with future installation of more curbs and gutters to Westmont streets, this service should be reevaluated.

5. **Sanitation and Resource Recovery.** Trends in U.S. consumption patterns are not getting any better. The Statistical Abstract of the U.S. reflects that the average child born in this country consumes approximately 30 to 40 times the natural resources that a child does in the developing world. This consumption translates into waste generation and the need for recycling. By the time this average child reaches age 75, he or she will have generated 52 tons of garbage, consumed 43 millions gallons of water and used five times as much energy as the world average. Westmont must continue to follow a vigorous program of recycling and reuse as a part of an ongoing effort to conserve our natural resources. Recycling not only conserves the obvious resources, but by reducing the amount of garbage going into landfills, it eventually saves the taxpayers money through reduction in the costs of solid waste disposal.

a. **Solid Waste Disposal.** The Village currently has an exclusive contract for solid waste collection with Waste Management of Illinois. The contract is due to expire December 31, 1999.

(1) **Current Services.** The scope of services provided under the current agreement includes refuse collection for all single family, duplex, triplex and quadruplex residential dwelling units within the corporate limits. The contract also provides collection services for multiple dwelling units, and commercial and industrial locations. The service can be referred to as a modified "volume based" user fee system, whereby a monthly fee is paid for partially by the user and partially by the Village. This fee covers the cost of two containers of garbage per week, and additional fees are charged the user for garbage in excess of that. The contractor also is responsible for the collection of landscape waste under the provisions of 415 ILCS 5/3.20. Payment for solid waste disposal services is partially fee-based, partially paid for by the Garbage Disposal levy, and partially subsidized from general fund revenues.

(2) **Future.** Increased costs of waste disposal and State and Federal goals to make the service a totally "volume based" user fee system, may require adjustments to procedures. Consideration should be given to the continuation of a Garbage Disposal tax levy. Through this system, the costs of disposal services may be tax deductible to home owners, whereas fee-based payments are not. A volume based system has an added advantage of making recycling more important, since recycling takes much of the volume out of the waste stream. This, in turn, makes the total disposal cost cheaper.

b. **Recycling.** The Village currently contracts for a Village-wide recycling curbside collection service for recycling. The materials collected are transported to the DuPage County Intermediate Processing Facility (IPF), located in Carol Stream. Revenues from these materials are not currently returned to the Village, but a portion is returned to the collection service provider. The revenues derived are used by IPF for operating costs. The benefit to Westmont is that these materials are no longer in the waste stream and not a part of the pickup or dumping charges that accrue to the regular solid waste collections. This program or like procedures should be continued by the Village.

(1) **Drop-off Center.** The Recycling Drop-off Center located near the Village Water Department should continue to operate. It provides recycling service for those residents who do not have curbside collection and serves to collect other recyclables that do not lend themselves to curbside collection, i.e. polystyrene.

(2) **Brush Pickup.** Village crews collect brush and tree trimmings twice a year. It is chipped at the curb and properly disposed of. This curbside pickup of brush should continue, as well as the provision for disposal of other landscape waste through special bags or other types of arrangement.

(3) **Hazardous/Special Waste.** Because of constantly changing laws, the Village should continue to monitor developments in regulations regarding waste. While certain household materials have now become hazardous or special waste, more could be added at any time. Provisions should be made to accommodate citizens in the disposal of these items. The County now runs a mobile hazardous waste program three times a year in various locations around the County including Westmont. The Village should continue to notify residents of times and locations for these events, so citizens can take advantage of this program.

C. **Collateral Agency Services**

1. **Recreation.** The recreation services available to the Village help fill the leisure time of the residents of the community. A close relationship exists between the health and welfare of the residents and the recreation facilities available to them. Recent trends toward a shorter work week, higher incomes, and greater expenditures for recreation have increased the demand for adequate parks and recreation sites. It is recognized that recreation does not only mean play, but education as well, since play is an important part in the development of younger people. The Village should keep the Park District apprised of recreation needs and cooperate where necessary to provide them.

2. **Education.** There is broad based agreement that by education we determine our future. Thus education is an important responsibility for all of us. Westmont must

continue to provide leadership necessary to guarantee access to high-quality education for its citizens. All Westmont students must be served by an education delivery system which focuses on student outcome, promotes flexibility for shared decision making at the local level and has an accountability process which includes intervention and assistance for local schools. The fractionated jurisdictional problems with the many school districts serving Westmont citizens will require considerable effort on the part of local government to effect coordination and cooperation.

Chapter Seven

IMPLEMENTATION AND GENERAL POLICY

No single agency or device in a community such as Westmont, can execute a comprehensive plan by itself. Plan implementation is a community-wide responsibility. While some regulatory devices are available to assist in plan implementation, the real requirement is the involvement of the entire community. The citizens of Westmont, by being committed to the original goals and objectives established by the public participation during the initial hearing stages of the plan, will provide the greatest asset to implementation.

The primary administrative and legislative devices for implementation of the plan are the Zoning Ordinance, the Official Map, the Subdivision Control (Land Use/Development) Ordinance, and building and housing codes. Additional plans, more specific in nature, for given areas or projects are also useful implementation tools. These documents will provide direction and guidance to Village officials and citizens alike in protecting the rights of citizens and their property values, while furthering the goals and objectives outlines in this plan. Most of the recommendations expressed in this plan can be accomplished with existing regulatory tools.

The Comprehensive Plan is oriented towards a future date while the Zoning Ordinance and Development Ordinances are aimed at the present. This causes some differences between the documents. In undeveloped areas that are not ready for growth and municipal services, zoning may limit development even though the Comprehensive Plan shows future development. In developed areas, the plan may show a future change of land use. Zoning sets density limits by means of floor area ratio, height, setbacks and yard and lot coverage requirements. The Comprehensive Plan describes densities in terms of averages. The amount of land zoned for each type of district and the number of districts identified may differ between the two documents. The delineation of districts is more precise in zoning than in comprehensive planning. Development codes or ordinances describe specific physical configuration and specifications for infrastructure and appurtenances thereto, while the Comprehensive Plan only addresses facilities in general.

A. **General Recommendations.** The Village of Westmont is an older community, containing elements of growth and development that have extended for over 70 years. Some of the older development simply “grew” without any planning or coordination. It is nearly the last opportunity to attempt to bring together as a means of community cohesiveness certain planning and design concepts which can tie the disordered growth together. The generalized policies discussed below reflect policies becoming effective with the adoption of this plan and provide guidelines to further the accomplishment of the goals and objectives determined earlier. The following policy recommendations are submitted:

1. The adoption of the proposed zoning ordinance amendments for the Village of Westmont and the effective enforcement thereof.
2. The adoption of proposed revisions of the subdivision regulations, and their effective enforcement.
3. The assurance of a continued program of enforcement of the building codes of the Village of Westmont.
4. The adoption of a housing code to improve and maintain the quality of life within Westmont.
5. The inclusion within the next Capital Improvement Plan (Capital Improvement Budget), for long-range implementation, the capital items referenced within the plan under their individual headings, e.g. sidewalks, curbs and gutters, land acquisition, etc.
6. The reinforcement of liaison and intergovernmental cooperation at the several levels of municipal, township, county, school district, and state governing bodies in the SMSA.

The ability of these policies to achieve the goals and objectives of the plan depend upon Westmont's citizens and the present and future resources of the community. If previous comprehensive plan compliance can be any indication of future success, the implementation of this plan should be successful.

B. **Zoning Code Amendments.** The most widely recognized implementation tool for a land use plan is a zoning ordinance. This, together with the zoning map, reflect the intended district configurations. The Village of Westmont has had a zoning ordinance for many years and it has served well for the most part. Changes to the ordinance should be for the purposes of fine tuning and should be made in the form of amendments, rather than re-writing the document from the beginning. The following recommended changes are included for review and formal public hearing after proper public notice. This list is not meant to be all the amendments that may be developed during reviews and hearings.

1. Consider increased density for the Central Business District and areas immediately abutting, often identified as transitional zoning.
2. Give consideration to residential and commercial zoning on the same property, e.g. Central Business District.
3. Provide clearer definitions and easier use of Planned Unit Developments.
4. Define variances so that they are not effective in perpetuity, but cease upon certain changes of use, construction of improvements or changes in property configuration.
5. Provide for siting of commercial telecommunications facilities by allowing wireless antenna attachments to existing structures in several zoning districts.

C. **Development Code Amendments.** Any land use change, either by conversion or through rezoning and development or redevelopment, must be pursued through an integrated effort and enforcement of development standards to protect the citizenry and ensure a consistent character of the community. A development code was developed in connection with the last comprehensive plan. There are only a few amendments which should be considered in support of the current comprehensive plan. These suggested changes are as follows:

1. Close gaps in the application of impact fees with regard to small (less than one acre), or single lot developments. Considerable population density can be imposed on single lots currently, without regard to the impact upon the various service sectors of the community.

2. Reevaluate the policy of payment in lieu of providing retention or detention of storm water. As land values in Westmont increase with the build-out of vacant land, the purchase of storage sites at some future date will become prohibitively costly. The “in lieu of” fee should be increased or more stringent controls should be placed upon allowing the procedure.

3. Continue attempts to enact a housing code for the community. The upkeep of property is one of the best ways to maintain a better image for Westmont.

4. Maintain regular review of building codes. New building materials, construction standards, and safety regulations are constantly being developed and approved.

D. **Epilogue.** This document is not only a planning document but can play a useful role in providing information to citizens, potential developers, new Village employees and newly elected Village officials, regarding many of the facets that make up the community of Westmont. Considerable research has been undertaken and reviews by various persons have been made to ensure that the information contained herein is as factual as may be readily determined. Copies of this document should be made available to the municipal library, and each department of the Village.

Chapter Eight

Goals, Objectives and Strategies

No single agency or device in a community such as Westmont, can execute a comprehensive plan by itself. Plan implementation is a community-wide responsibility. While some regulatory devices are available to assist in plan implementation, the real requirement is the involvement of the entire community. The citizens of Westmont, by being committed to the original goals and objectives established by the public participation during the initial hearing stages of the plan, will provide the greatest asset to implementation.

Exhibits